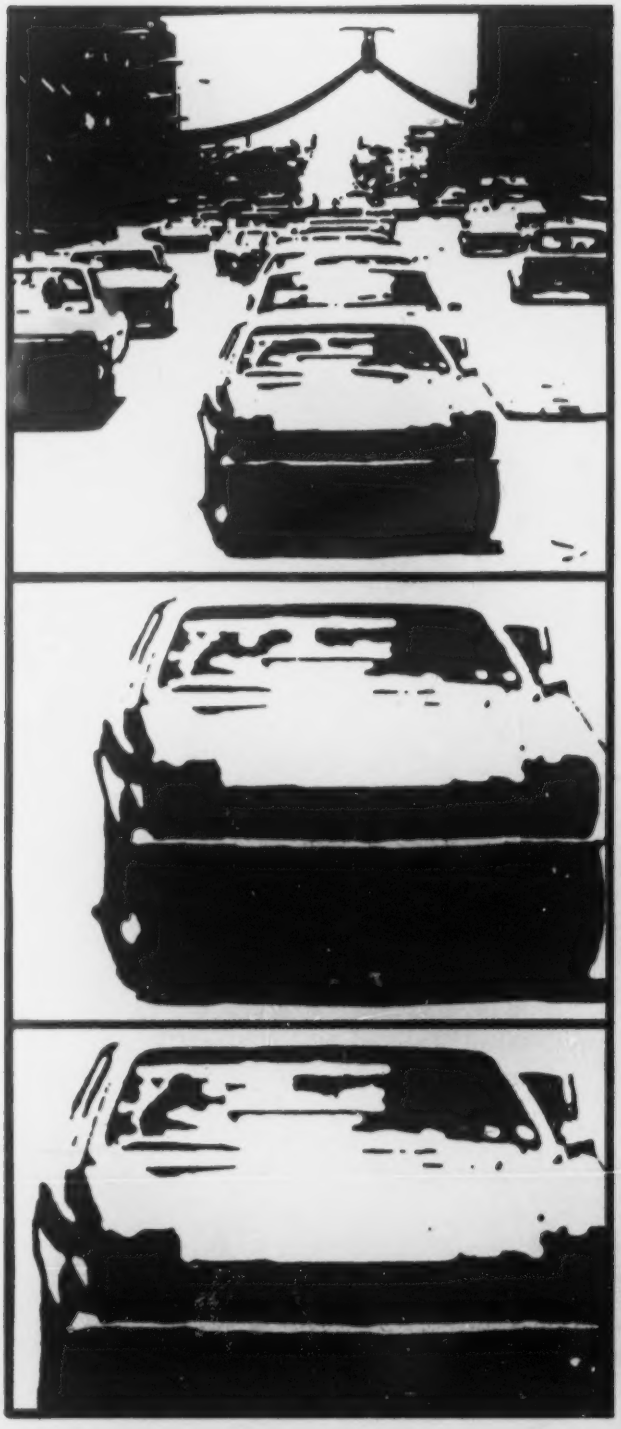
S789.2-U

# UTAH TRAFFIC ACCIDENT SUMMARY



1989

May 1990

UTAH DEPARTMENT OF PUBLIC SAFETY

**D. Douglas Bodrero**
**Commissioner**

HIGHWAY SAFETY OFFICE

4501 South 2700 West
Salt Lake City, Utah 84119

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## INTRODUCTION

During 1989 there were 269 fatal crashes where 303 people lost their lives on Utah roads. This is slightly lower than the five-year average of 304.

Alcohol-related traffic deaths decreased with 82 fatalities compared to 105 in 1988, 82 in 1987, and 104 in 1986. Only 27 percent of Utah's highway deaths were identified with alcohol involvement, which compares to the national average of 45 to 50 percent. Special incentive funds under U.S. Code Section 408 for curbing drinking and driving have been used for the last five years. Additional funds for enforcement of DUI laws will be sought for another year.

In 1989 there were 39 pedestrians killed. Those killed between the ages of 0 and 13 accounted for 12 deaths or 31 percent of the total. There were 7 over age 60 who lost their lives as pedestrians or 18 percent. Additional efforts will be made in the future to promote safe walking.

## DATA SOURCE

The data used in this analysis was taken from accident reports collected by the Utah Highway Safety Office and the Department of Transportation. These records include the State Accident Report and a Supplemental Fatal Accident Report. Information is also collected from newspapers, death certificates and obituaries. Data from Utah fatal accidents are entered on the National Fatal Accident Reporting System maintained in Washington, D.C., through an IBM on-line terminal.

# UTAH ACCIDENTS

## 1948 - 1989

| Year | Total Accidents | Fatalities | Injuries | Number of Accidents Fatal | Number of Accidents Injury | Mil. Veh. Miles | Death Rate Per 100 Mil. Veh. Miles | Fatal Acc. Rate Per 100 Mil. Veh. Miles | Injury Rate Per 100 Mil. Veh. Miles | Total Acc. Rate Per 100 Mil. Veh. Miles |
|---|---|---|---|---|---|---|---|---|---|---|
| 1948 | 9,961 | 220 | 3,982 | 169 | 2,675 | 2,351 | 9.36 | 7.19 | 169 | 424 |
| 1949 | 11,092 | 174 | 3,808 | 151 | 2,614 | 2,475 | 7.03 | 6.10 | 154 | 448 |
| 1950 | 12,705 | 188 | 4,459 | 169 | 3,004 | 2,839 | 6.62 | 5.95 | 157 | 448 |
| 1951 | 16,475 | 207 | 5,132 | 174 | 3,495 | 3,015 | 6.87 | 5.77 | 170 | 546 |
| 1952 | 17,710 | 246 | 5,140 | 184 | 3,474 | 3,050 | 8.07 | 6.03 | 169 | 581 |
| 1953 | 16,373 | 209 | 4,945 | 185 | 3,305 | 3,232 | 6.47 | 5.72 | 153 | 507 |
| 1954 | 15,103 | 209 | 4,495 | 176 | 3,016 | 3,336 | 6.27 | 5.28 | 135 | 453 |
| 1955 | 18,060 | 203 | 5,036 | 166 | 3,390 | 3,075 | 6.60 | 5.40 | 164 | 587 |
| 1956 | 17,531 | 215 | 4,812 | 176 | 3,310 | 3,310 | 6.50 | 5.32 | 145 | 530 |
| 1957 | 19,054 | 222 | 5,022 | 181 | 3,397 | 3,366 | 6.60 | 5.38 | 149 | 566 |
| 1958 | 22,220 | 193 | 5,658 | 171 | 3,762 | 3,531 | 5.47 | 4.84 | 160 | 629 |
| 1959 | 23,506 | 205 | 5,992 | 171 | 3,946 | 3,784 | 5.42 | 4.52 | 158 | 621 |
| 1960 | 26,478 | 256 | 9,128 | 200 | 5,576 | 3,852 | 6.65 | 5.20 | 237 | 687 |
| 1961 | 25,732 | 236 | 10,412 | 197 | 6,257 | 3,997 | 5.90 | 4.93 | 261 | 644 |
| 1962 | 26,613 | 233 | 11,133 | 186 | 6,968 | 4,240 | 5.50 | 4.34 | 263 | 628 |
| 1963 | 27,340 | 263 | 12,603 | 198 | 7,798 | 4,549 | 5.78 | 4.35 | 277 | 601 |
| 1964 | 29,452 | 295 | 14,096 | 246 | 8,636 | 4,790 | 6.17 | 5.14 | 294 | 615 |
| 1965 | 29,525 | 281 | 14,361 | 242 | 8,856 | 4,997 | 5.62 | 4.84 | 287 | 691 |
| 1966 | 29,957 | 331 | 14,994 | 265 | 9,076 | 5,079 | 6.52 | 5.22 | 295 | 590 |
| 1967 | 30,992 | 275 | 14,401 | 231 | 8,888 | 5,257 | 5.24 | 4.39 | 274 | 590 |
| 1968 | 34,532 | 289 | 15,539 | 258 | 9,550 | 5,539 | 5.22 | 4.66 | 281 | 623 |
| 1969 | 34,766 | 308 | 15,977 | 251 | 9,850 | 5,802 | 5.31 | 4.33 | 275 | 599 |
| 1970 | 35,166 | 335 | 17,076 | 276 | 10,722 | 6,108 | 5.49 | 4.52 | 280 | 576 |
| 1971 | 39,108 | 337 | 18,073 | 280 | 11,399 | 6,544 | 5.15 | 4.28 | 276 | 598 |
| 1972 | 39,856 | 382 | 18,261 | 312 | 11,630 | 6,969 | 5.48 | 4.48 | 262 | 572 |
| 1973 | 38,234 | 361 | 18,415 | 304 | 11,710 | 7,274 | 4.96 | 4.18 | 253 | 526 |
| 1974 | 31,401 | 228 | 16,268 | 204 | 10,560 | 7,457 | 3.06 | 2.74 | 218 | 421 |
| 1975 | 36,426 | 274 | 17,762 | 245 | 11,441 | 7,942 | 3.45 | 3.09 | 224 | 458 |
| 1976 | 34,345 | 254 | 18,315 | 225 | 11,685 | 8,420 | 3.02 | 2.67 | 218 | 408 |
| 1977 | 38,524 | 360 | 19,728 | 310 | 12,652 | 9,054 | 3.98 | 3.42 | 218 | 426 |
| 1978 | 42,684 | 376 | 21,029 | 315 | 13,423 | 9,826 | 3.83 | 3.21 | 214 | 434 |
| 1979 | 40,468 | 328 | 20,798 | 287 | 13,449 | 9,811 | 3.34 | 2.93 | 212 | 412 |
| 1980 | 33,582 | 335 | 17,828 | 292 | 11,701 | 10,645 | 3.15 | 2.74 | 167 | 315 |
| 1981 | 35,989 | 364 | 18,090 | 321 | 11,824 | 10,733 | 3.39 | 2.99 | 169 | 335 |
| 1982 | 38,192 | 296 | 17,538 | 263 | 11,504 | 10,947 | 2.70 | 2.40 | 160 | 348 |
| 1983 | 40,989 | 283 | 18,910 | 253 | 12,317 | 11,228 | 2.52 | 2.25 | 168 | 365 |
| 1984 | 47,489 | 315 | 20,487 | 274 | 13,477 | 11,642 | 2.71 | 2.35 | 176 | 408 |
| 1985 | 47,871 | 303 | 21,346 | 270 | 13,917 | 12,035 | 2.52 | 2.24 | 177 | 398 |
| 1986 | 46,690 | 312 | 21,350 | 276 | 13,988 | 12,253 | 2.55 | 2.25 | 174 | 381 |
| 1987 | 47,256 | 297 | 19,237 | 271 | 13,599 | 12,679 | 2.34 | 2.14 | 152 | 373 |
| 1988 | 49,249 | 297 | 19,066 | 258 | 13,377 | 13,263 | 2.20 | 1.94 | 143 | 371 |
| 1989 | 51,320 | 303 | 19,843 | 269 | 13,941 | 13,658* | 2.17* | 1.96* | 145* | 375* |

*Estimated

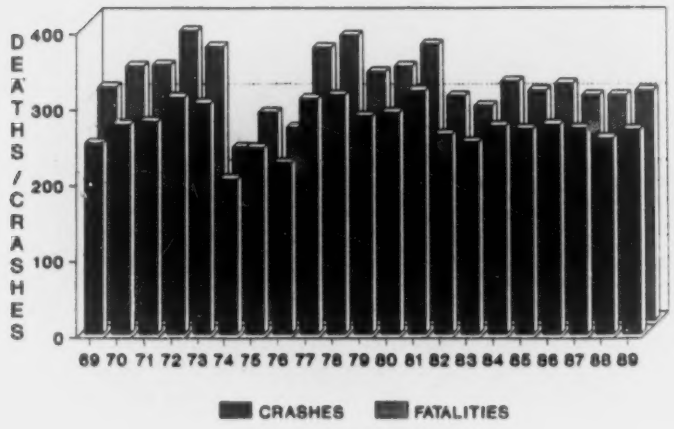
## CUMULATIVE NUMBER OF FATAL ACCIDENTS

Number Killed

| YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEPT | OCT | NOV | DEC | DEATHS PER 100 MILLION VEHICLE MILES TRAVELED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1979 | 25 | 38 | 61 | 88 | 111 | 137 | 168 | 196 | 227 | 243 | 266 | 287 | 3.34 |
| | 26 | 40 | 65 | 95 | 121 | 148 | 181 | 213 | 256 | 275 | 305 | 328 | |
| 1980 | 18 | 31 | 53 | 79 | 103 | 132 | 159 | 185 | 214 | 242 | 267 | 292 | 3.15 |
| | 20 | 34 | 59 | 90 | 117 | 147 | 182 | 211 | 242 | 275 | 309 | 335 | |
| 1981 | 23 | 42 | 64 | 88 | 109 | 140 | 182 | 218 | 241 | 269 | 295 | 321 | 3.39 |
| | 25 | 46 | 69 | 99 | 125 | 161 | 206 | 245 | 269 | 303 | 331 | 364 | |
| 1982 | 13 | 29 | 55 | 72 | 96 | 119 | 152 | 186 | 216 | 231 | 248 | 263 | 2.70 |
| | 15 | 33 | 61 | 80 | 108 | 134 | 173 | 211 | 246 | 261 | 278 | 296 | |
| 1983 | 22 | 38 | 58 | 73 | 91 | 118 | 146 | 174 | 200 | 221 | 242 | 253 | 2.52 |
| | 23 | 39 | 63 | 82 | 101 | 131 | 161 | 193 | 220 | 243 | 267 | 283 | |
| 1984 | 11 | 21 | 36 | 63 | 89 | 119 | 145 | 183 | 215 | 237 | 255 | 274 | 2.71 |
| | 11 | 22 | 39 | 69 | 100 | 134 | 167 | 209 | 244 | 269 | 292 | 315 | |
| 1985 | 19 | 36 | 52 | 78 | 114 | 136 | 155 | 186 | 204 | 219 | 251 | 270 | 2.52 |
| | 19 | 39 | 57 | 88 | 125 | 150 | 170 | 209 | 228 | 245 | 280 | 303 | |
| 1986 | 11 | 22 | 39 | 56 | 81 | 114 | 142 | 172 | 200 | 229 | 255 | 277 | 2.55 |
| | 11 | 22 | 44 | 64 | 97 | 136 | 166 | 200 | 232 | 261 | 289 | 313 | |
| 1987 | 11 | 32 | 55 | 73 | 95 | 117 | 150 | 168 | 201 | 236 | 254 | 271 | 2.34 |
| | 13 | 35 | 60 | 80 | 106 | 128 | 163 | 183 | 221 | 261 | 279 | 297 | |
| 1988 | 11 | 19 | 35 | 60 | 87 | 115 | 155 | 184 | 207 | 230 | 246 | 258 | 2.20 |
| | 12 | 20 | 37 | 64 | 99 | 136 | 185 | 215 | 241 | 263 | 281 | 297 | |
| 1989 | 13 | 22 | 35 | 53 | 73 | 104 | 135 | 174 | 207 | 230 | 248 | 269 | 2.17* |
| | 15 | 24 | 39 | 60 | 83 | 121 | 154 | 200 | 237 | 261 | 279 | 303 | |

*Estimated

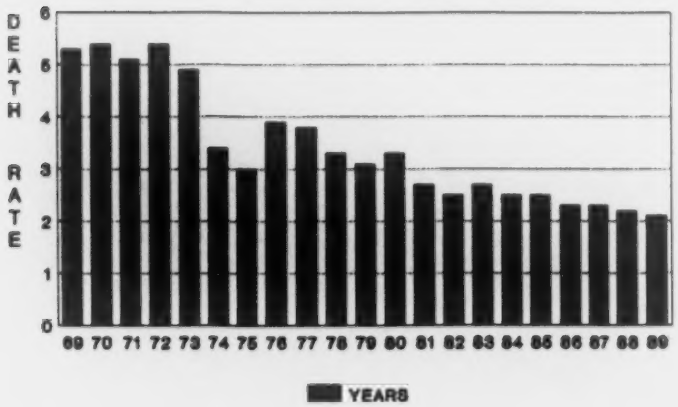
## UTAH FATALITIES/FATAL CRASHES




YEARS

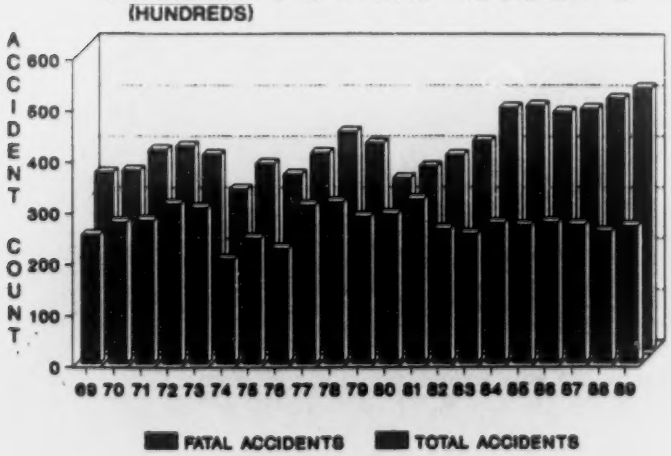
## UTAH FATALITY RATE

DEATHS PER 100 MILLION MILES TRAVELED



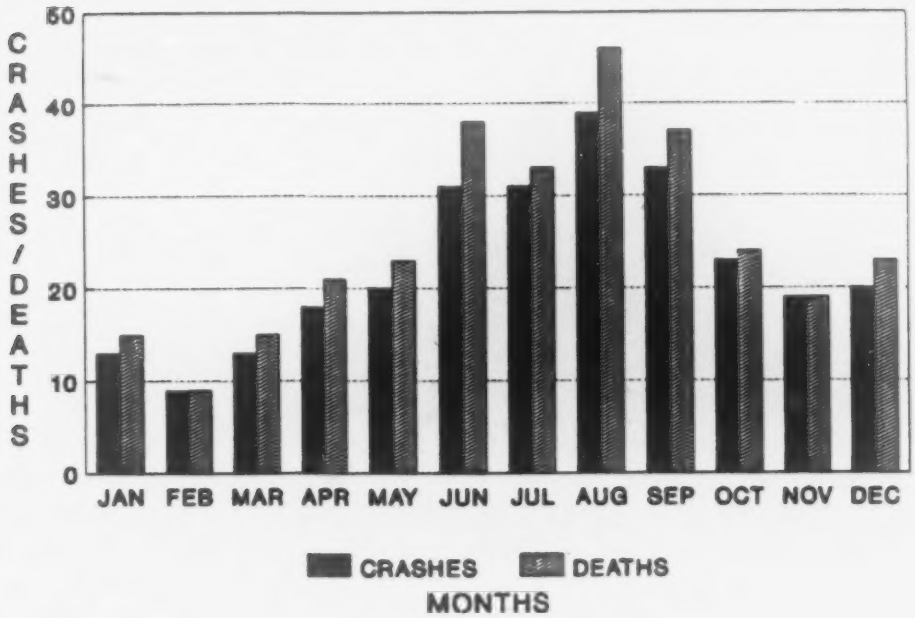

## ACCIDENTS & FATAL ACCIDENTS

(HUNDREDS)

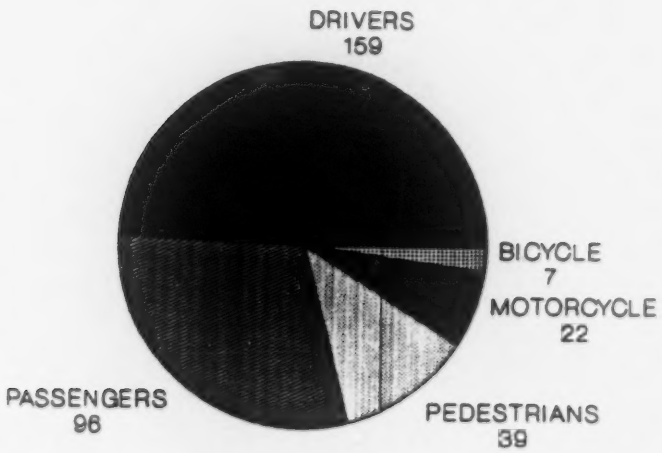



YEARS

# 1989 FATAL CRASHES BY MONTH




# PERSON TYPES KILLED



## FATAL CRASHES BY COUNTY

| | 1988 | | | | 1989 | | | |
|---|---|---|---|---|---|---|---|---|
| | ACC | % | FATALS | % | ACC | % | FATALS | % |
| BEAVER | 4 | 1.6 | 6 | 2.0 | 2 | 0.7 | 2 | 0.7 |
| BOX ELDER | 12 | 4.6 | 18 | 6.1 | 15 | 5.6 | 16 | 5.3 |
| CACHE | 8 | 3.1 | 8 | 2.7 | 7 | 2.6 | 7 | 2.3 |
| CARBON | 3 | 1.2 | 3 | 1.0 | 5 | 1.9 | 10 | 3.3 |
| DAGGETT | 1 | 0.4 | 1 | 0.3 | 1 | 0.4 | 1 | 0.3 |
| DAVIS | 12 | 4.6 | 14 | 4.7 | 10 | 3.7 | 11 | 3.6 |
| DUCHESNE | 5 | 1.9 | 6 | 2.0 | 2 | 0.7 | 2 | 0.7 |
| EMERY | 8 | 3.1 | 10 | 3.4 | 8 | 3.0 | 10 | 3.3 |
| GARFIELD | 1 | 0.4 | 1 | 0.3 | 4 | 1.5 | 4 | 1.3 |
| GRAND | 7 | 2.7 | 8 | 2.7 | 5 | 1.9 | 5 | 1.6 |
| IRON | 7 | 2.7 | 8 | 2.7 | 8 | 3.0 | 11 | 3.6 |
| JUAB | 4 | 1.6 | 4 | 1.3 | 8 | 3.0 | 9 | 3.0 |
| KANE | 6 | 2.3 | 6 | 2.0 | 3 | 1.1 | 3 | 0.9 |
| MILLARD | 1 | 0.4 | 2 | 0.7 | 2 | 0.7 | 2 | 0.7 |
| MORGAN | 1 | 0.4 | 2 | 0.7 | 0 | 0.0 | 0 | 0.0 |
| PIUTE | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 1 | 0.3 |
| RICH | 1 | 0.4 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 |
| SALT LAKE | 74 | 28.7 | 77 | 26.0 | 80 | 29.7 | 87 | 28.9 |
| SAN JUAN | 4 | 1.6 | 6 | 2.0 | 4 | 1.5 | 4 | 1.3 |
| SANPETE | 5 | 1.9 | 7 | 2.4 | 2 | 0.7 | 4 | 1.3 |
| SEVIER | 2 | 0.8 | 2 | 0.7 | 3 | 1.1 | 3 | 0.9 |
| SUMMIT | 6 | 2.3 | 6 | 2.0 | 8 | 3.0 | 9 | 3.0 |
| TOOELE | 11 | 4.2 | 14 | 4.7 | 17 | 6.3 | 17 | 5.6 |
| UINTAH | 3 | 1.2 | 3 | 1.0 | 6 | 2.2 | 6 | 2.2 |
| UTAH | 28 | 10.9 | 36 | 12.1 | 29 | 10.8 | 37 | 12.2 |
| WASATCH | 5 | 1.9 | 7 | 2.4 | 4 | 1.5 | 4 | 1.3 |
| WASHINGTON | 11 | 4.2 | 11 | 3.7 | 16 | 6.0 | 17 | 5.6 |
| WAYNE | 3 | 1.2 | 3 | 1.0 | 2 | 0.7 | 2 | 0.7 |
| WEBER | 25 | 9.7 | 27 | 9.1 | 17 | 6.3 | 19 | 6.3 |
| TOTAL | 258 | | 297 | | 269 | | 303 | |

IN 1989 47% OF ALL FATAL CRASHES OCCURRED IN SALT LAKE, UTAH AND WEBER COUNTIES.

1989 TOTAL ACCIDENTS
BY COUNTY

| COUNTY | 1986 EST. POPULATION | TOTAL ACCIDENTS | TOTAL ACC. RATE PER 1000 POP. | INJURY & FATAL ACC. TOTAL | INJURY & FATAL RATE PER. 1000 POP. | SEVERITY RATIO OF INJURY & FATAL ACC TO TOTAL |
|---|---|---|---|---|---|---|
| 1.SALT LAKE | 697,367 | 24,609 (1) | 35(10) | 7,156 (1) | 10 (7) | .29 (6) |
| 2.UTAH | 240,590 | 7,121 (2) | 30(17) | 1,842 (2) | 8(17) | .26(12) |
| 3.DAVIS | 169,298 | 3,594 (4) | 21(25) | 895 (4) | 5(24) | .25(16) |
| 4.WEBER | 158,623 | 4,077 (3) | 26(21) | 1,171 (3) | 7(18) | .29 (7) |
| 5.CACHE | 64,776 | 2,009 (5) | 31(16) | 500 (5) | 8(16) | .25(17) |
| 6.BOX ELDER | 36,873 | 1,039 (7) | 28(19) | 261 (7) | 7(20) | .25(18) |
| 7.WASHINGTON | 33,053 | 1,236 (6) | 37 (6) | 386 (6) | 12 (4) | .31 (3) |
| 8.TOOELE | 28,740 | 767 (9) | 27(20) | 231 (8) | 8(15) | .30 (4) |
| 9.UINTAH | 27,994 | 461(12) | 16(29) | 122(12) | 4(29) | .26(13) |
| 10.CARBON | 25,347 | 455(13) | 18(28) | 128(11) | 5(25) | .28(10) |
| 11.IRON | 19,762 | 677(10) | 34(12) | 225 (9) | 11 (5) | .33 (1) |
| 12.SANPETE | 16,808 | 353(16) | 21(27) | 80(17) | 5(27) | .23(20) |
| 13.DUCHESNE | 15,544 | 327(17) | 21(26) | 73(18) | 5(28) | .23(21) |
| 14.SEVIER | 14,727 | 514(11) | 35(11) | 106(13) | 7(19) | .21(25) |
| 15.EMERY | 13,424 | 325(18) | 24(22) | 95(16) | 7(21) | .29 (8) |
| 16.MILLARD | 12,816 | 426(14) | 33(15) | 105(14) | 8(14) | .25(19) |
| 17.SUMMIT | 12,627 | 852 (8) | 67 (2) | 183(10) | 14 (1) | .21(26) |
| 18.SAN JUAN | 12,158 | 264(19) | 22(24) | 68(21) | 6(23) | .26(14) |
| 19.WASATCH | 9,746 | 417(15) | 43 (4) | 96(15) | 10 (8) | .23(22) |
| 20.GRAND | 8,018 | 237(21) | 30(18) | 69(20) | 9(12) | .29 (9) |
| 21.JUAB | 6,131 | 223(22) | 36 (7) | 72(19) | 12 (3) | .32 (2) |
| 22.MORGAN | 5,214 | 124(25) | 24(23) | 26(25) | 5(26) | .21(27) |
| 23.BEAVER | 5,103 | 256(20) | 50 (3) | 45(23) | 9(10) | .18(29) |
| 24.KANE | 4,418 | 156(23) | 35 (9) | 47(22) | 11 (6) | .30 (5) |
| 25.GARFIELD | 4,199 | 142(24) | 34(14) | 37(24) | 9(11) | .26(15) |
| 26.RICH | 2,535 | 97(26) | 38 (5) | 21(26) | 8 (2) | .22(23) |
| 27.WAYNE | 2,096 | 75(27) | 36 (8) | 20(27) | 10 (9) | .27(11) |
| 28.PIUTE | 1,448 | 49(29) | 34(13) | 11(28) | 8(18) | .22(24) |
| 29.DAGGETT | 841 | 57(28) | 68 (1) | 11(29) | 13 (2) | .19(28) |
| TOTAL | 1650276 | 51320 | 32.9 AVG | 14210 | 8.27 AVG. | .26 AVG. |

| HIGHEST COUNTIES | | | | |
|---|---|---|---|---|
| | DAGGETT | | SUMMIT | IRON |
| | SUMMIT | | DAGGETT | JUAB |
| | BEAVER | | JUAB | WASH. |
| | WASATCH | | WASH. | TOOELE |
| | RICH | | IRON | KANE |

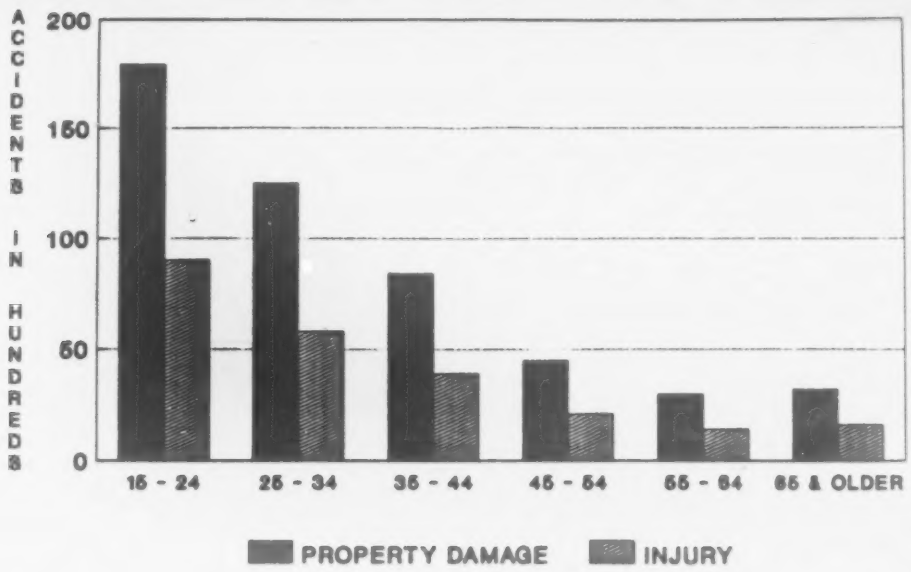
## 1989 FATAL CRASHES BY CITY

| CITY | TOTAL | % | CITY | TOTAL | % |
|---|---|---|---|---|---|
| AMERICAN FORK | 3 | 1.1 | PERRY | 1 | 0.4 |
| BOUNTIFUL | 3 | 1.1 | PLAIN CITY | 1 | 0.4 |
| CLEARFIELD | 2 | 0.7 | PLEASANT GROVE | 1 | 0.4 |
| CLINTON | 1 | 0.4 | PROVO | 4 | 1.5 |
| CORINNE | 1 | 0.4 | RIVERDALE | 1 | 0.4 |
| ELWOOD | 1 | 0.4 | ROOSEVELT | 1 | 0.4 |
| FRUIT HEIGHTS | 1 | 0.4 | ST.GEORGE | 5 | 1.9 |
| HELPER | 2 | 0.7 | SALT LAKE CITY | 30 | 11.2 |
| HURRICANE | 1 | 0.4 | SANDY | 2 | 0.7 |
| IBAPAH | 1 | 0.4 | SO JORDAN | 1 | 0.4 |
| KANAB | 1 | 0.4 | SO OGDEN | 4 | 1.5 |
| LEHI | 1 | 0.4 | SO SALT LAKE | 4 | 1.5 |
| LINDON | 1 | 0.4 | SPANISH FORK | 1 | 0.4 |
| LOGAN | 2 | 0.7 | SPRINGVILLE | 1 | 0.4 |
| MAGNA | 1 | 0.4 | SUMMIT | 1 | 0.4 |
| MENDON | 1 | 0.4 | TOOELE | 2 | 0.7 |
| MIDWAY | 1 | 0.4 | TREMONTON | 1 | 0.4 |
| MURRAY | 3 | 1.1 | UINTAH | 1 | 0.4 |
| NORTH LOGAN | 1 | 0.4 | VERNAL | 2 | 0.7 |
| NO SALT LAKE | 3 | 1.1 | WASHINGTON | 1 | 0.4 |
| OGDEN | 7 | 2.6 | WEST JORDAN | 2 | 0.7 |
| OREM | 6 | 2.2 | WEST VALLEY | 13 | 4.8 |
| ORDERVILLE | 1 | 0.4 | WILLARD | 1 | 0.4 |
| PARADISE | 1 | 0.4 | | | |

| | |
|---|---|
| CITY TOTAL | 123 |
| TOTAL UTAH CRASHES | 269 |

## 1989 TOTAL ACCIDENTS
## BY CITY

| CITY | 1986 EST. POPULATION | TOTAL ACCIDENTS | TOTAL ACC. RATE PER 1000 POP. | INJURY & FATAL ACC. TOTAL | INJURY & FATAL RATE PER 1000 POP. | SEVERITY RATIO OF INJURY & FATAL ACC TO TOTAL |
|---|---|---|---|---|---|---|
| 1.SALT LAKE | 158,440 | 5,964 (1) | 38 (3) | 2,061 (1) | 13 (3) | .35 (5) |
| 2.W VALLEY | 90,770 | 2,113 (3) | 23(10) | 786 (2) | 9 (7) | .37 (2) |
| 3.PROVO | 77,480 | 2,252 (2) | 29 (8) | 629 (3) | 8 (9) | .28(21) |
| 4.OGDEN | 67,490 | 1,975 (4) | 29 (7) | 623 (4) | 9 (6) | .31(15) |
| 5.SANDY | 67,430 | 1,431 (6) | 21(12) | 487 (5) | 7(10) | .34 (8) |
| 6.OREM | 61,590 | 1,539 (5) | 25 (9) | 427 (6) | 7(11) | .28(22) |
| 7.W JORDAN | 44,440 | 635(11) | 14(23) | 221(11) | 5(11) | .35 (6) |
| 8.LAYTON | 35,280 | 714(10) | 20(13) | 225(10) | 6(13) | .32(11) |
| 9.BOUNTFUL | 34,510 | 600(13) | 17(16) | 171(13) | 5(18) | .29(17) |
| 10.LOGAN | 28,880 | 849 (8) | 29 (6) | 243 (8) | 8 (8) | .29(18) |
| 11.MURRAY | 23,730 | 1,176 (7) | 50 (2) | 365 (7) | 15 (2) | .31(16) |
| 12.ROY | 23,500 | 363(15) | 15(21) | 107(16) | 5(21) | .29(19) |
| 13.CLEARFIELD | 22,670 | 357(16) | 16(20) | 114(15) | 5.(16) | .32(12) |
| 14.ST GEORGE | 19,800 | 606(12) | 31 (5) | 200(12) | 10 (5) | .33 (9) |
| 15.BRIGHAM C | 16,150 | 188(23) | 12(27) | 50(22) | 3(26) | .27(24) |
| 16.TOOELE | 15,760 | 203(22) | 13(24) | 40(26) | 3(28) | .20(29) |
| 17.AMER FORK | 15,270 | 250(18) | 16(19) | 95(17) | 6(15) | .38 (1) |
| 18.SPRINGVILLE | 13,300 | 227(20) | 17(18) | 61(20) | 5(20) | .27(25) |
| 19.PL GROVE | 13,200 | 137(26) | 17(17) | 36(28) | 3(27) | .26(27) |
| 20.CEDAR CITY | 12,380 | 240(19) | 19(15) | 50(23) | 4(24) | .21(28) |
| 21.KAYSVILLE | 12.370 | 126(27) | 10(28) | 44(24) | 4(25) | .35 (7) |
| 22.SO. S.L | 12,340 | 817 (9) | 66 (1) | 240 (9) | 19 (1) | .29(20) |
| 23.SO. OGDEN | 12,240 | 279(17) | 23(11) | 77(18) | 6(14) | .28(23) |
| 24.MIDVALE | 11,390 | 393(14) | 35 (4) | 124(14) | 11 (4) | .32(13) |
| 25.SO JORDAN | 11,030 | 139(25) | 13(25) | 52(21) | 5(19) | .37 (3) |
| 26.SP. FORK | 10,910 | 217(21) | 20(14) | 71(19) | 7(12) | .33(10) |
| 27.CENTERVILLE | 10,740 | 164(24) | 15(22) | 44(25) | 4(23) | .27(26) |
| 28.NO. OGDEN | 10,660 | 59(29) | 6(29) | 19(29) | 2(29) | .32(14) |
| 29.PAYSON | 9,530 | 111(28) | 12(26) | 40(27) | 4(22) | .36 (4) |
| HIGHEST CITIES | | | SO SLC<br>MURRAY<br>SALT LAKE<br>MIDVALE<br>ST GEO. | | SO SLC<br>MURRAY<br>SALT LAKE<br>MIDVALE<br>ST GEO. | AMER FORK<br>W VALLEY<br>SO JORDAN<br>PAYSON<br>SALT LAKE |

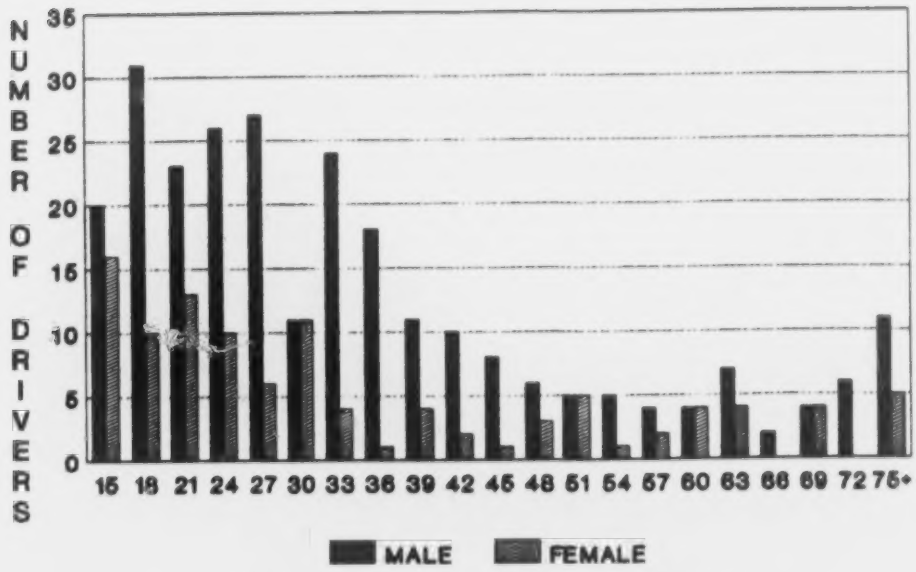



AGE OF DRIVERS

| AGE GROUP | TOTAL | FATAL | INJURY | PROPERTY DAMAGE |
|---|---|---|---|---|
| UNKNOWN | 180 | 2 | 48 | 130 |
| 15 & YOUNGER | 257 | 4 | 101 | 152 |
| 16 | 3671 | 13 | 1211 | 2447 |
| 17 | 3759 | 21 | 1271 | 2467 |
| 18 | 4113 | 16 | 1361 | 2736 |
| 19 | 3025 | 17 | 1051 | 1957 |
| 20 - 24 | 12107 | 58 | 3961 | 8088 |
| 25 - 34 | 18511 | 102 | 5837 | 12572 |
| 35 - 44 | 12487 | 50 | 3984 | 8453 |
| 45 - 54 | 6720 | 34 | 2137 | 4549 |
| 55 - 64 | 4525 | 24 | 1480 | 3021 |
| 65 - 74 | 3154 | 23 | 1027 | 2104 |
| 75 & OLDER | 1803 | 16 | 598 | 1189 |
| NOT STATED | 5421 | 16 | 929 | 4476 |
| TOTAL | 79733 | 396 | 24996 | 54341 |

THE 15 - 24 YEAR OLD AGE GROUP HAD 34% OF THE TOTAL CRASHES IN 1989

## DRIVER AGE AND SEX IN FATAL CRASHES

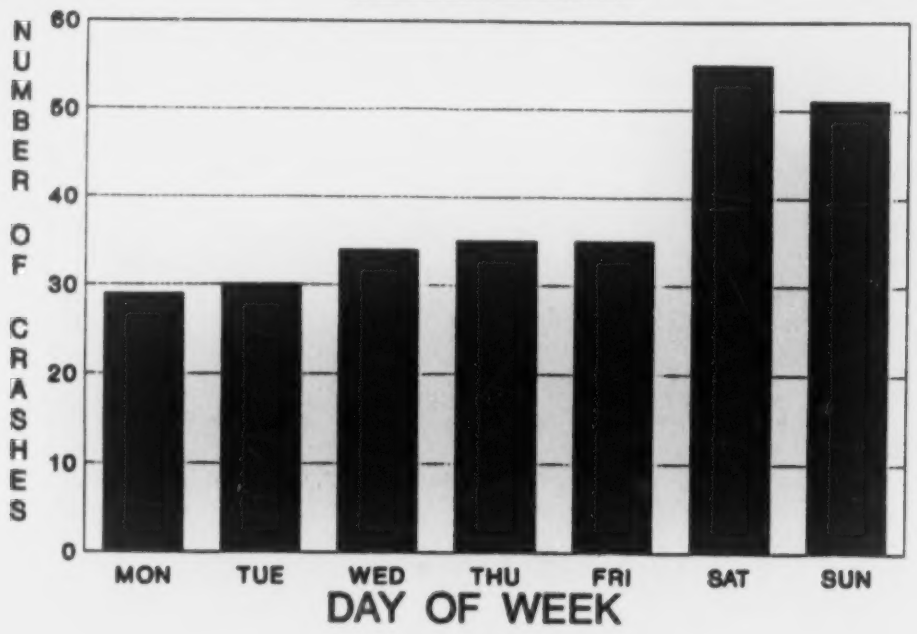



THREE YEAR AGE GROUPS

| | MALE | | FEMALE | |
|---|---|---|---|---|
| 15 - 17 | 20 | 5.2% | 16 | 4.1% |
| 18 - 20 | 31 | 8.1% | 10 | 2.6% |
| 21 - 23 | 23 | 6.0% | 13 | 3.4% |
| 24 - 26 | 26 | 6.8% | 10 | 2.6% |
| 27 - 29 | 27 | 7.0% | 6 | 1.6% |
| 30 - 32 | 11 | 2.9% | 11 | 2.49 |
| 33 - 35 | 24 | 6.3% | 4 | 1.0% |
| 36 - 38 | 18 | 4.7% | 1 | .3% |
| 39 - 41 | 11 | 2.9% | 4 | 1.0% |
| 42 - 44 | 10 | 2.6% | 2 | 0.5% |
| 45 - 47 | 8 | 2.1% | 1 | 0.3% |
| 48 - 65 | 31 | 8.1% | 19 | 5.0% |
| OVER 65 | 23 | 6.0% | 23 | 6.0% |
| TOTAL | 263 | 68.7% | 120 | 31.3% |

IN 1989 FATAL CRASHES, 29% OF THE DRIVERS WERE UNDER 24 YEARS OF AGE. 19% OF THE DRIVERS INVOLVED IN 1989 FATAL CRASHES WERE UNDER AGE 24 AND MALE.

## FATAL CRASHES BY DAY




## FATAL CRASHES BY DAY

| | 1986 TOTAL | % | 1987 TOTAL | % | 1988 TOTAL | % | 1989 TOTAL | % |
|---|---|---|---|---|---|---|---|---|
| MONDAY | 36 | 13.0 | 36 | 13.4 | 38 | 14.7 | 29 | 10.7 |
| TUESDAY | 32 | 11.6 | 23 | 8.4 | 34 | 13.2 | 30 | 11.2 |
| WEDNESDAY | 37 | 13.4 | 44 | 16.2 | 25 | 9.7 | 34 | 12.7 |
| THURSDAY | 35 | 12.7 | 29 | 10.7 | 40 | 15.5 | 35 | 13.0 |
| FRIDAY | 35 | 12.7 | 48 | 17.7 | 37 | 14.4 | 35 | 13.0 |
| SATURDAY | 63 | 22.8 | 54 | 19.9 | 53 | 20.5 | 55 | 20.4 |
| SUNDAY | 38 | 13.8 | 37 | 13.7 | 31 | 12.0 | 51 | 19.0 |

## FATAL CRASHES BY TIME OF DAY

| | 1986 TOTAL | % | 1987 TOTAL | % | 1988 TOTAL | % | 1989 TOTAL | % |
|---|---|---|---|---|---|---|---|---|
| MIDNIGHT-3:59AM | 31 | 11.2 | 42 | 15.5 | 29 | 11.3 | 34 | 12.6 |
| 4:00AM - 7:59AM | 25 | 9.1 | 31 | 11.5 | 30 | 11.6 | 30 | 11.1 |
| 8:00AM - 11:59AM | 44 | 15.9 | 23 | 8.5 | 31 | 12.0 | 37 | 13.8 |
| NOON - 3:59PM | 54 | 19.6 | 56 | 20.6 | 48 | 18.6 | 56 | 20.8 |
| 4:00PM - 7:59PM | 61 | 22.1 | 75 | 27.7 | 58 | 22.5 | 60 | 22.3 |
| 8:00PM-MIDNIGHT | 59 | 21.4 | 44 | 16.2 | 62 | 24.0 | 51 | 19.0 |

DURING 1989, SATURDAY WAS THE MOST HEAVILY REPRESENTED DAY OF THE WEEK WITH 20% OF ALL FATAL CRASHES. THE HIGHEST TIME PERIOD FOR FATAL CRASHES IN 1989, WAS 4:00 PM TO 8.00 PM WITH 22% OF ALL FATAL CRASHES OCCURRING DURING THAT TIME PERIOD.

## FATAL ACCIDENTS BY DAY AND TIME

| TIME | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|---|
| MIDNIGHT | 4 | 0 | 0 | 0 | 0 | 1 | 3 |
| 1AM | 3 | 2 | 0 | 1 | 1 | 0 | 2 |
| 2AM | 4 | 0 | 1 | 0 | 0 | 0 | 2 |
| 3AM | 3 | 1 | 0 | 1 | 1 | 1 | 3 |
| 4AM | 2 | 0 | 0 | 2 | 0 | 1 | 4 |
| 5AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 6AM | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 7AM | 4 | 3 | 0 | 1 | 4 | 0 | 0 |
| 8AM | 2 | 0 | 1 | 2 | 4 | 1 | 1 |
| 9AM | 1 | 2 | 2 | 2 | 0 | 0 | 2 |
| 10AM | 2 | 1 | 2 | 1 | 0 | 1 | 0 |
| 11AM | 1 | 0 | 4 | 1 | 0 | 2 | 2 |
| NOON | 1 | 4 | 0 | 2 | 3 | 0 | 3 |
| 1PM | 3 | 0 | 2 | 3 | 1 | 1 | 4 |
| 2PM | 3 | 1 | 3 | 2 | 2 | 2 | 2 |
| 3PM | 4 | 0 | 0 | 5 | 3 | 2 | 0 |
| 4PM | 1 | 0 | 2 | 1 | 2 | 1 | 1 |
| 5PM | 1 | 4 | 4 | 2 | 3 | 1 | 3 |
| 6PM | 4 | 4 | 1 | 1 | 5 | 2 | 2 |
| 7PM | 4 | 0 | 1 | 1 | 3 | 3 | 3 |
| 8PM | 0 | 2 | 2 | 2 | 0 | 2 | 6 |
| 9PM | 1 | 1 | 3 | 1 | 0 | 3 | 3 |
| 10PM | 1 | 2 | 0 | 2 | 2 | 3 | 2 |
| 11PM | 2 | 1 | 0 | 1 | 1 | 6 | 5 |
| TOTAL | 51 | 29 | 30 | 34 | 35 | 35 | 55 |

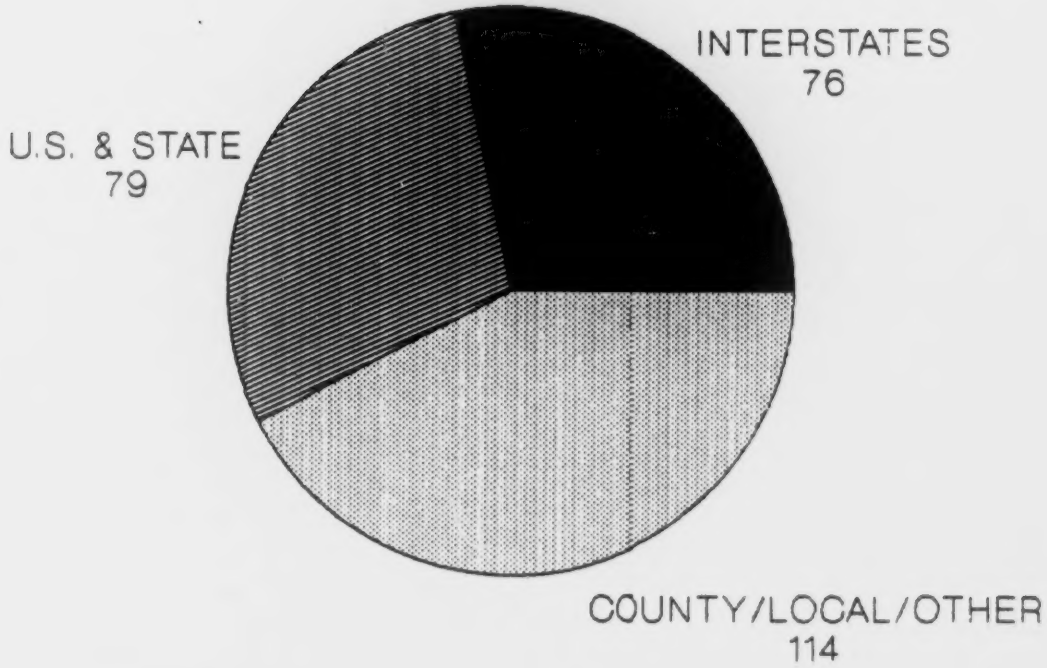
## INJURY ACCIDENTS BY DAY AND TIME

| TIME | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|---|
| MIDNIGHT | 65 | 25 | 32 | 27 | 43 | 26 | 85 |
| 1AM | 66 | 26 | 22 | 13 | 21 | 26 | 83 |
| 2AM | 33 | 9 | 15 | 13 | 18 | 20 | 52 |
| 3AM | 41 | 14 | 6 | 11 | 15 | 13 | 41 |
| 4AM | 28 | 5 | 7 | 7 | 9 | 12 | 20 |
| 5AM | 19 | 14 | 22 | 11 | 12 | 14 | 23 |
| 6AM | 20 | 31 | 33 | 39 | 54 | 43 | 33 |
| 7AM | 18 | 100 | 102 | 115 | 116 | 110 | 44 |
| 8AM | 32 | 114 | 117 | 98 | 119 | 84 | 68 |
| 9AM | 39 | 91 | 90 | 74 | 67 | 88 | 75 |
| 10AM | 51 | 76 | 69 | 87 | 62 | 93 | 86 |
| 11AM | 56 | 105 | 81 | 84 | 96 | 121 | 116 |
| NOON | 73 | 133 | 114 | 100 | 123 | 149 | 127 |
| 1PM | 70 | 113 | 110 | 105 | 135 | 150 | 130 |
| 2PM | 75 | 128 | 143 | 151 | 124 | 153 | 144 |
| 3PM | 95 | 149 | 177 | 173 | 158 | 203 | 109 |
| 4PM | 90 | 180 | 191 | 179 | 188 | 250 | 123 |
| 5PM | 78 | 188 | 203 | 212 | 206 | 261 | 143 |
| 6PM | 67 | 163 | 112 | 149 | 135 | 171 | 126 |
| 7PM | 81 | 105 | 96 | 101 | 126 | 138 | 98 |
| 8PM | 75 | 60 | 78 | 86 | 83 | 98 | 94 |
| 9PM | 74 | 64 | 64 | 68 | 84 | 103 | 99 |
| 10PM | 49 | 41 | 35 | 56 | 62 | 96 | 72 |
| 11PM | 23 | 40 | 36 | 41 | 49 | 84 | 76 |
| TOTAL | 1318 | 1974 | 1955 | 2000 | 2105 | 2506 | 2067 |

## PROPERTY DAMAGE ACCIDENTS BY DAY AND TIME

| TIME | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|---|
| MIDNIGHT | 186 | 103 | 90 | 104 | 133 | 148 | 231 |
| 1AM | 119 | 44 | 41 | 41 | 44 | 59 | 141 |
| 2AM | 100 | 31 | 36 | 34 | 43 | 38 | 78 |
| 3AM | 57 | 25 | 13 | 23 | 35 | 21 | 55 |
| 4AM | 45 | 19 | 15 | 32 | 20 | 27 | 47 |
| 5AM | 46 | 47 | 33 | 31 | 38 | 43 | 41 |
| 6AM | 42 | 133 | 122 | 100 | 121 | 133 | 87 |
| 7AM | 36 | 354 | 302 | 276 | 242 | 305 | 93 |
| 8AM | 85 | 364 | 323 | 334 | 279 | 310 | 187 |
| 9AM | 87 | 237 | 216 | 205 | 214 | 252 | 261 |
| 10AM | 122 | 244 | 241 | 245 | 225 | 296 | 295 |
| 11AM | 141 | 304 | 265 | 303 | 294 | 367 | 318 |
| NOON | 168 | 381 | 318 | 372 | 371 | 385 | 343 |
| 1PM | 158 | 305 | 289 | 393 | 306 | 357 | 331 |
| 2PM | 175 | 359 | 354 | 374 | 334 | 454 | 327 |
| 3PM | 188 | 439 | 414 | 424 | 384 | 525 | 361 |
| 4PM | 210 | 466 | 496 | 501 | 521 | 657 | 342 |
| 5PM | 190 | 529 | 572 | 572 | 546 | 624 | 303 |
| 6PM | 189 | 306 | 369 | 406 | 391 | 401 | 308 |
| 7PM | 202 | 235 | 256 | 269 | 276 | 310 | 298 |
| 8PM | 160 | 179 | 178 | 213 | 218 | 283 | 213 |
| 9PM | 170 | 138 | 198 | 202 | 204 | 273 | 222 |
| 10PM | 112 | 108 | 139 | 170 | 148 | 270 | 198 |
| 11PM | 85 | 103 | 95 | 93 | 106 | 197 | 168 |
| TOTAL | 3073 | 5453 | 5375 | 5717 | 5493 | 6735 | 5248 |

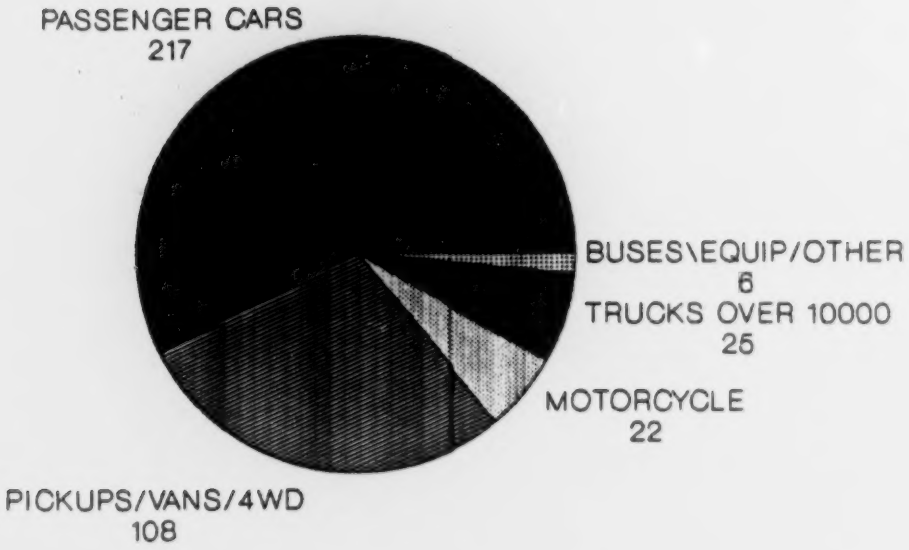
## FATAL CRASHES BY CLASS OF TRAFFICWAY




| | INTERSTATE | | OTHER U.S.& STATE ROUTES | | COUNTY, LOCAL & OTHER | | TOTAL |
|---|---|---|---|---|---|---|---|
| | TOTAL | % | TOTAL | % | TOTAL | % | FATAL CRASHES |
| 1985 | 54 | 20.0 | 123 | 45.6 | 93 | 34.4 | 270 |
| 1986 | 53 | 19.2 | 101 | 36.6 | 122 | 44.2 | 276 |
| 1987 | 52 | 19.2 | 76 | 28.0 | 143 | 52.8 | 271 |
| 1988 | 62 | 24.0 | 90 | 34.9 | 106 | 41.1 | 258 |
| 1989 | 76 | 28.2 | 79 | 29.4 | 114 | 42.4 | 269 |

IN 1989 28% OF ALL FATAL CRASHES OCCURRED ON THE INTERSTATE SYSTEM, 29% ON OTHER U.S. AND STATE ROUTES, AND 42% OCCURRED ON THE LOCAL AND COUNTY TRAFFICWAYS.

VEHICLE TYPES INVOLVED
IN FATAL CRASHES




# NUMBER OF VEHICLES

| YEAR | PASSENGER CARS TOTAL | % | PICKUPS VANS AND 4WD VEH TOTAL | % | MOTOR-CYCLES TOTAL | % | TRUCKS OVER 10,000 GVW TOTAL | % | BUSES, EQUIPMENT AND OTHER VEHICLES TOTAL | % | TOTAL VEHICLES |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1985 | 218 | 51.9 | 116 | 27.6 | 38 | 9.1 | 35 | 8.3 | 13 | 3.1 | 420 |
| 1986 | 216 | 54.0 | 109 | 27.2 | 33 | 8.3 | 31 | 7.8 | 11 | 2.7 | 400 |
| 1987 | 185 | 51.5 | 110 | 30.6 | 29 | 8.1 | 27 | 7.5 | 8 | 2.2 | 359 |
| 1988 | 188 | 50.7 | 113 | 30.4 | 30 | 8.1 | 32 | 8.6 | 8 | 2.2 | 371 |
| 1989 | 217 | 57.4 | 108 | 28.6 | 22 | 5.8 | 25 | 6.6 | 6 | 1.6 | 378 |

THERE WAS A 2% DECREASE IN HEAVY TRUCK INVOLVEMENT IN 1989 CRASHES. PASSENGER CAR INVOLVEMENT INCREASED 7%.

1989

| TYPE OF ACCIDENT | CLASSIFICATION OF ACCIDENTS | | | |
|---|---|---|---|---|
| | TOTAL ACCIDENTS | FATAL | INJURY | PROPERTY DAMAGE |
| PEDESTRIAN | 978 | 38 | 665 | 275 |
| OTHER MOTOR VEHICLE | 36547 | 87 | 9053 | 27407 |
| RAILROAD TRAIN | 38 | 0 | 13 | 25 |
| ANIMAL | 2686 | 2 | 142 | 2542 |
| FIXED OBJECT | 2097 | 12 | 397 | 1688 |
| BICYCLE | 880 | 7 | 685 | 188 |
| OTHER OBJECT | 451 | 3 | 64 | 384 |
| OVERTURNED | 364 | 3 | 223 | 138 |
| RAN OFF ROAD | 5045 | 114 | 2128 | 2803 |
| OTHER NON COLLISION | 2133 | 3 | 556 | 1574 |
| NOT STATED | 101 | 0 | 15 | 86 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |

INVESTIGATING AGENCY

| URBAN ACCIDENTS | TOTAL ACCIDENTS | FATAL | INJURY | PROPERTY DAMAGE |
|---|---|---|---|---|
| NOT STATED | 2 | 1 | 0 | 1 |
| HIGHWAY PATROL | 3903 | 33 | 1209 | 2661 |
| CITY POLICE | 20011 | 61 | 6520 | 13430 |
| SHERIFF | 5037 | 16 | 1785 | 3236 |
| OTHER | 175 | 0 | 36 | 139 |
| TOTAL ACCIDENTS | 29128 | 111 | 9550 | 19467 |
| RURAL ACCIDENTS | | | | |
| NOT STATED | 7564 | 0 | 260 | 7304 |
| HIGHWAY PATROL | 5190 | 125 | 1631 | 3434 |
| CITY POLICE | 1072 | 5 | 275 | 792 |
| SHERIFF | 1525 | 5 | 433 | 1087 |
| OTHER | 23 | 1 | 8 | 14 |
| TOTAL ACCIDENTS | 15374 | 136 | 2607 | 12631 |
| URBAN/RURAL NOT STATED | | | | |
| NOT STATED | 32 | 0 | 7 | 25 |
| HIGHWAY PATROL | 510 | 4 | 159 | 347 |
| CITY POLICE | 4332 | 11 | 1074 | 3247 |
| SHERIFF | 1800 | 7 | 501 | 1292 |
| OTHER | 37 | 0 | 11 | 26 |
| TOTAL ACCIDENTS | 6711 | 22 | 1752 | 4937 |
| PRIVATE PROPERTY | 107 | 0 | 32 | 75 |

| LIGHT CONDITIONS | TOTAL | 1989 FATAL | INJURY | PROPERTY DAMAGE |
|---|---|---|---|---|
| DAYLIGHT | 35003 | 146 | 9660 | 25197 |
| DAWN OR DUSK | 1815 | 14 | 454 | 1347 |
| DARK ROAD LIGHTED | 6367 | 36 | 1838 | 4493 |
| DARK ROAD UNLIGHTED | 6637 | 69 | 1674 | 4894 |
| NOT STATED | 1498 | 4 | 315 | 1179 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |
| **WEATHER CONDITIONS** | | | | |
| CLEAR OR CLOUDY | 40360 | 243 | 11189 | 28928 |
| RAIN | 2346 | 5 | 739 | 1602 |
| SNOW | 3476 | 2 | 707 | 2767 |
| FOG | 665 | 6 | 166 | 493 |
| DUST OR WIND STORM | 88 | 0 | 19 | 69 |
| MIST/SLEET | 214 | 0 | 71 | 143 |
| NOT STATED | 4171 | 13 | 1050 | 3108 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |
| **ROAD CONDITIONS** | | | | |
| DRY | 39152 | 235 | 11227 | 27690 |
| WET | 4978 | 24 | 1438 | 3516 |
| MUDDY SLIPPERY | 95 | 1 | 23 | 71 |
| SNOWY SLIPPERY | 3126 | 0 | 542 | 2584 |
| ICY | 3507 | 7 | 650 | 2850 |
| OILY | 21 | 0 | 6 | 15 |
| NOT STATED | 441 | 2 | 55 | 384 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |
| **ROAD CHARACTER** | | | | |
| STRAIGHT LEVEL | 36052 | 153 | 9664 | 26235 |
| STRAIGHT GRADE | 8023 | 44 | 2132 | 5847 |
| STRAIGHT HILLCREST | 924 | 2 | 245 | 677 |
| CURVE LEVEL | 2403 | 27 | 787 | 1589 |
| CURVE GRADE | 3012 | 37 | 959 | 2016 |
| CURVE HILLCREST | 226 | 2 | 71 | 153 |
| DIP | 170 | 4 | 44 | 122 |
| NOT STATED | 510 | 0 | 39 | 471 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |

**FROM 70% TO 80% OF ALL ACCIDENTS OCCUR IN DAYLIGHT, WITH CLEAR OR CLOUDY WEATHER, ON DRY, STRAIGHT, LEVEL ROADS.**

1989

| TRAFFIC CONTROL | TOTAL ACCIDENTS | FATAL | INJURY | PROPERTY DAMAGE |
|---|---|---|---|---|
| OFFICER OR WATCHMAN | 186 | 0 | 51 | 135 |
| FLAGMAN | 158 | 0 | 41 | 117 |
| TRAFFIC SIGNAL | 8410 | 22 | 3146 | 5242 |
| TRAFFIC SIGNAL FLASHING | 190 | 0 | 77 | 113 |
| STOP SIGN | 5391 | 22 | 1712 | 3657 |
| YIELD SIGN | 431 | 0 | 131 | 300 |
| RR GATES OR SIGNAL | 86 | 0 | 33 | 53 |
| OTHER | 11813 | 130 | 3734 | 7949 |
| NO CONTROL PRESENT | 23535 | 92 | 4895 | 18548 |
| NOT STATED | 1120 | 3 | 121 | 996 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |

KIND OF LOCALITY

| | | | | |
|---|---|---|---|---|
| MANUFACTURING | 2626 | 12 | 667 | 1947 |
| SHOPPING OR BUSINESS | 20486 | 48 | 5337 | 15101 |
| RESIDENTIAL DISTRICT | 14498 | 46 | 4113 | 10339 |
| SCHOOL OR PLAYGROUND | 1999 | 3 | 361 | 1635 |
| FARMS AND FIELDS | 3279 | 30 | 978 | 2271 |
| OPEN COUNTRY | 7829 | 128 | 2390 | 5311 |
| OTHER | 351 | 2 | 64 | 285 |
| NOT STATED | 252 | 0 | 31 | 221 |
| TOTAL ACCIDENTS | 51320 | 269 | 13941 | 37110 |

TYPE OF MOTOR VEHICLE

| | | | | |
|---|---|---|---|---|
| PASSENGER CAR | 51785 | 216 | 16612 | 34957 |
| PICKUPS | 22844 | 118 | 6575 | 16151 |
| TRUCK AND TRAILER | 2393 | 30 | 659 | 1704 |
| BUS | 178 | 1 | 39 | 138 |
| SCHOOL BUS | 103 | 0 | 17 | 86 |
| FARM TRACTOR | 29 | 0 | 7 | 22 |
| MOTORCYCLE | 910 | 24 | 755 | 131 |
| MOPEDS | 24 | 1 | 17 | 6 |
| OTHER | 251 | 2 | 63 | 186 |
| HIT AND RUN | 1214 | 2 | 252 | 960 |
| TOTAL VEHICLES | 79731 | 394 | 24996 | 54341 |

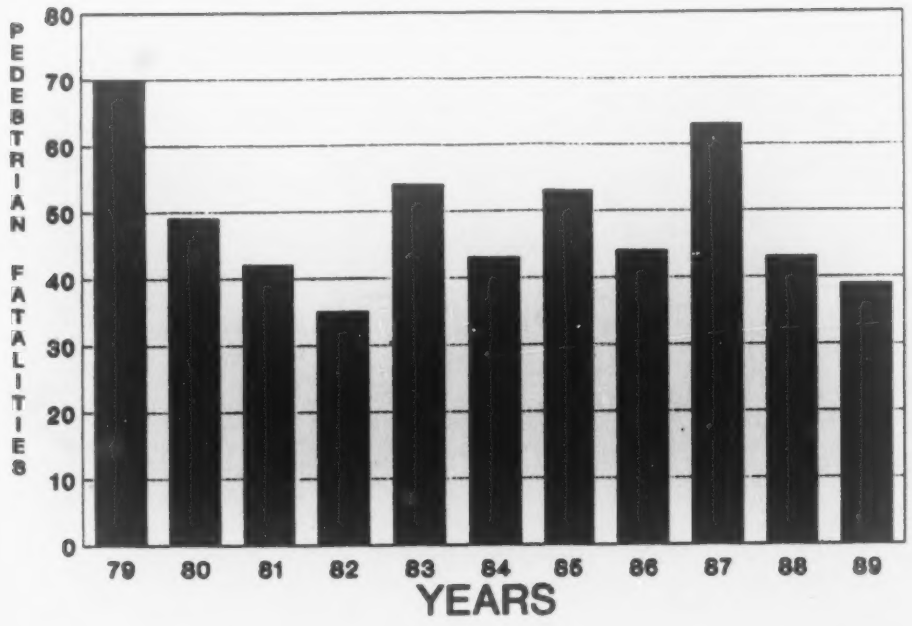
THE MOST COMMON ACCIDENT IS IN A SHOPPING OR BUSINESS AREA WHERE THERE ARE NO TRAFFIC CONTROLS AND IS WITH A PASSENGER CAR

1989

| CONTRIBUTING CIRCUMSTANCES | TOTAL | FATAL | INJURY | PROPERTY DAMAGE |
|---|---|---|---|---|
| SPEED TOO FAST | 7705 | 84 | 2648 | 4973 |
| FAILURE TO YIELD RIGHT OF WAY | 8196 | 25 | 2836 | 5335 |
| DROVE LEFT OF CENTER | 994 | 23 | 360 | 611 |
| IMPROPER OVERTAKING | 1029 | 5 | 269 | 755 |
| PASSED STOP SIGN | 753 | 8 | 332 | 413 |
| DISREGARD TRAFFIC SIGNAL | 1645 | 11 | 778 | 856 |
| FOLLOWING TOO CLOSELY | 4039 | 2 | 1318 | 2719 |
| IMPROPER TURN | 2504 | 8 | 572 | 1924 |
| HAD BEEN DRINKING | 1995 | 52 | 1053 | 890 |
| UNDER THE INFLUENCE OF DRUGS | 56 | 1 | 25 | 30 |
| EYESIGHT DEFECTIVE UNCORRECTED | 52 | 0 | 22 | 30 |
| ASLEEP | 739 | 28 | 409 | 302 |
| FATIGUED | 256 | 4 | 134 | 118 |
| ILL | 112 | 4 | 61 | 47 |
| IMPROPER PARKING | 409 | 3 | 78 | 328 |
| IMPROPER LOOKOUT | 12759 | 30 | 3731 | 8998 |
| IMPROPER OR NO SIGNAL | 150 | 0 | 28 | 122 |
| OTHER IMPROPER DRIVING | 4376 | 42 | 1359 | 2975 |
| BRAKES DEFECTIVE | 367 | 2 | 126 | 239 |
| HEADLIGHTS DEFECTIVE | 76 | 4 | 24 | 48 |
| HEADLIGHTS GLARING | 26 | 0 | 9 | 17 |
| OTHER LIGHTS DEFECTIVE | 92 | 2 | 27 | 63 |
| STEERING MECHANISM DEFECTIVE | 56 | 0 | 19 | 37 |
| TIRES DEFECTIVE | 223 | 3 | 85 | 135 |
| WINDSHIELD NOT CLEAR | 125 | 2 | 44 | 79 |
| OTHER DEFECTIVE CONDITION | 554 | 5 | 126 | 423 |
| HIT AND RUN | 1979 | 7 | 442 | 1530 |
| FIRE | 140 | 0 | 5 | 135 |
| TOTAL | 51407 | 355 | 16920 | 34132 |

THE MOST COMMON CIRCUMSTANCES WERE IMPROPER LOOKOUT, SPEEDING AND FAILURE TO YIELD

## PEDESTRIAN FATALITIES




## 1989 PEDESTRIAN ACCIDENT SUMMARY

| | TOTAL | PERCENT |
|---|---|---|
| IN SALT LAKE COUNTY | 20 | 52.6 |
| IN WEBER, DAVIS AND UTAH COUNTIES | 13 | 34.2 |
| BETWEEN 5:00PM - 6:59PM | 9 | 23.7 |
| IN URBAN AREAS | 29 | 76.3 |
| ON ROADWAY | 38 | 100.0 |
| NOT PHYSICALLY DIVIDED ROAD | 23 | 60.5 |
| ON ROADWAY WITH POSTED SPEED 40 MPH OR LESS | 25 | 65.8 |
| NO TRAFFIC CONTROLS | 33 | 86.8 |
| DARK | 23 | 60.5 |
| CLEAR WEATHER | 32 | 84.2 |
| HIT AND RUN | 4 | 10.5 |
| TOTAL ACCIDENTS | 38 | |

# 1989 PEDESTRIAN/BICYCLISTS FATAL ACCIDENTS

## PEDESTRIANS KILLED

| | TOTAL | PERCENT |
|---|---|---|
| AGE 4 OR UNDER | 5 | 12.8 |
| AGE 5 - 12 | 7 | 17.9 |
| AGE 13 - 15 | 1 | 2.6 |
| AGE 16 - 18 | 1 | 2.6 |
| AGE 19 - 25 | 0 | 0.0 |
| AGE 26 - 60 | 17 | 43.6 |
| AGE OVER 60 | 7 | 17.9 |
| MALE | 20 | 51.3 |
| IN A CROSSWALK | 7 | 17.9 |
| NOT IN A CROSSWALK NOR AT INTERSECTION | 27 | 69.2 |
| DRINKING | 6 | 15.4 |
| RAN INTO ROADWAY | 8 | 20.5 |
| CROSSING IMPROPERLY | 11 | 28.2 |

THERE WERE 39 PEDESTRIANS KILLED IN 1989 AS COMPARED TO 43 IN 1988. THE PEDESTRIAN MOST OFTEN CONTRIBUTED TO THE ACCIDENT BY CROSSING IMPROPERLY WHEN VISIBILITY IS LOW DUE TO DARKNESS. 15% OF THE PEDESTRIANS KILLED HAD BEEN DRINKING. THERE WERE 7 BICYCLISTS KILLED IN 1989 AS COMPARED TO 6 IN 1988.

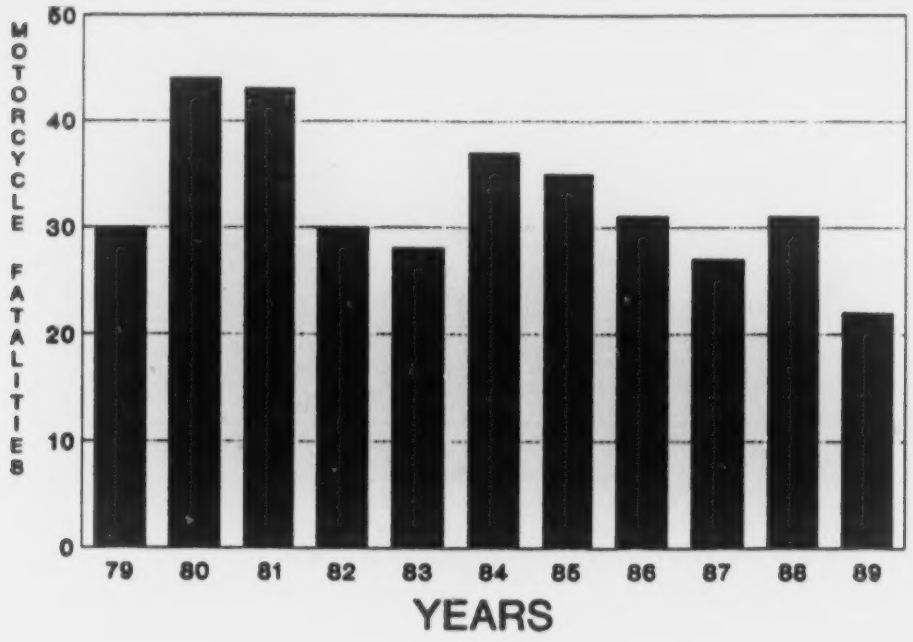
1989

PEDESTRIANS INJURED BY AGE

| CONTRIBUTING CIRCUMSTANCES | TOTAL | 0-4 | 5-15 | 16-24 | 25-44 | 45-64 | 65+ |
|---|---|---|---|---|---|---|---|
| CROSSING WITH SIGNAL | 97 | 2 | 41 | 25 | 15 | 8 | 6 |
| CROSSING AGAINST SIGNAL | 48 | 1 | 23 | 10 | 7 | 4 | 3 |
| CROSSING NO SIGNAL | 105 | 4 | 56 | 21 | 12 | 6 | 6 |
| CROSSING DIAGONALLY | 14 | 1 | 3 | 5 | 1 | 4 | 0 |
| CROSSING NOT AT INTERESCTION | 160 | 14 | 95 | 19 | 16 | 10 | 6 |
| WALKING IN ROAD WITH TRAFFIC | 29 | 3 | 9 | 6 | 6 | 3 | 2 |
| WALKING IN ROAD AGAINST TRAFFIC | 14 | 1 | 4 | 5 | 3 | 1 | 0 |
| LYING IN ROAD | 2 | 0 | 1 | 0 | 1 | 0 | 0 |
| STANDING IN ROAD | 19 | 1 | 2 | 0 | 12 | 4 | 0 |
| GETTING ON OR OFF VEHICLE | 12 | 0 | 3 | 5 | 2 | 2 | 0 |
| PUSHING OR WORKING IN ROAD | 13 | 0 | 1 | 1 | 6 | 3 | 2 |
| OTHER IN ROAD | 103 | 13 | 39 | 28 | 17 | 5 | 1 |
| PLAYING IN ROAD | 30 | 12 | 17 | 1 | 0 | 0 | 0 |
| COMING FROM BEHIND PARKED CAR | 42 | 8 | 24 | 0 | 4 | 3 | 3 |
| NOT IN ROADWAY | 28 | 3 | 5 | 11 | 4 | 5 | 0 |
| HITCHING ON VEHICLE | 4 | 0 | 2 | 1 | 1 | 0 | 0 |
| NOT STATED | 802 | 45 | 341 | 224 | 144 | 32 | 16 |
| TOTAL | 1522 | 108 | 666 | 362 | 251 | 90 | 45 |

CROSSING NOT AT AN INTERSECTION (JAYWALKING) WAS THE MOST COMMON CIRCUMSTANCE. THOSE AGE 5-15 ACCOUNTED FOR 44% OF PEDESTRIAN INJURIES IN 1989

## MOTORCYCLE FATALITIES




## 1989 MOTORCYCLE ACCIDENT SUMMARY

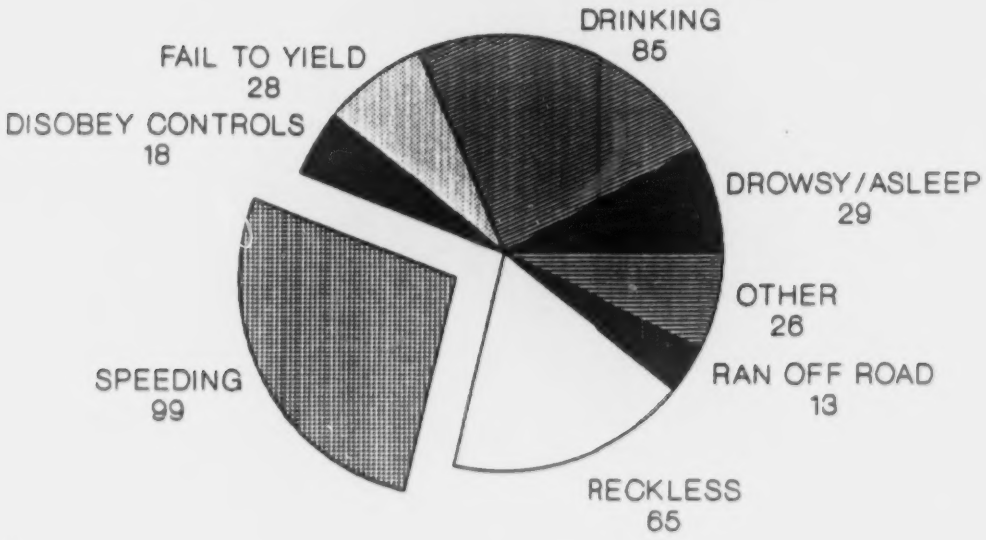
| | TOTAL | PERCENT |
|---|---|---|
| IN SALT LAKE COUNTY | 9 | 40.9 |
| IN WEBER, DAVIS AND UTAH COUNTIES | 4 | 18.2 |
| BETWEEN 5:00PM AND MIDNIGHT | 9 | 40.9 |
| IN URBAN AREAS | 9 | 40.9 |
| COLLISION WITH ANOTHER VEHICLE | 12 | 54.5 |
| CLEAR WEATHER | 20 | 91.0 |
| TOTAL ACCIDENTS | 22 | |

## MOTORCYCLISTS KILLED

| | TOTAL | PERCENT |
|---|---|---|
| DRIVERS KILLED | 20 | 91.0 |
| UNDER 25 YEARS OF AGE | 12 | 54.5 |
| MALE | 20 | 91.0 |
| NO HELMET | 19 | 91.0 |
| DRINKING | 8 | 36.3 |
| PASSENGERS KILLED | 2 | 9.1 |
| NO HELMET | 2 | 9.1 |
| TOTAL DRIVERS & PASSENGERS KILLED | 22 | |

87% OF THE MOTORCYCLE DRIVERS INVOLVED IN 1989 FATAL MOTORCYCLE ACCIDENTS WERE KILLED AND 67% OF THE PASSENGERS INVOLVED WERE KILLED. ONLY ONE OF THOSE KILLED WAS WEARING A HELMET.

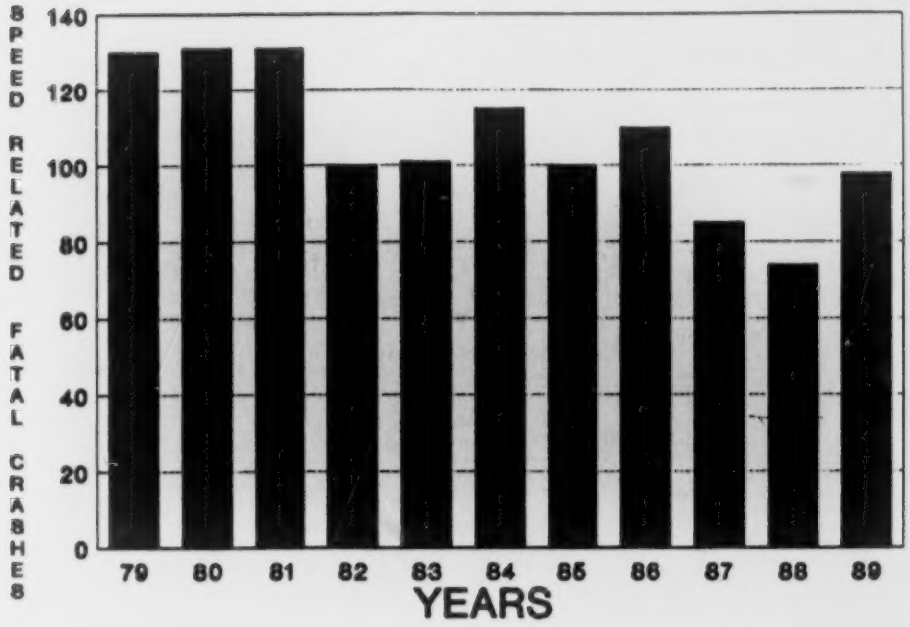
## CONTRIBUTING FACTORS IN 1989 FATAL CRASHES




| | TOTAL |
|---|---|
| DROWSY/ASLEEP | 29 |
| DRINKING | 85 |
| SPEEDING | 99 |
| FAILURE TO YIELD | 28 |
| FAILURE TO OBEY TRAFFIC CONTROLS | 18 |
| IMPROPER PASSING | 4 |
| RECKLESS DRIVING | 65 |
| RAN OFF ROAD | 13 |
| IMPROPER TURN | 3 |
| OTHER | 19 |

IN 1989 SPEEDING WAS THE LEADING CONTRIBUTING CIRCUMSTANCE OF FATAL CRASHES. SPEEDING IS NOTED AS A CONTRIBUTING FACTOR FOR 26% OF THE DRIVERS. 22% OF THE DRIVERS HAD BEEN DRINKING SOME ACCIDENTS HAD MORE THAN ONE CONTRIBUTING FACTOR.

## 1989 FATAL ACCIDENTS
## DRIVER CONTRIBUTING FACTORS
## SPEEDING



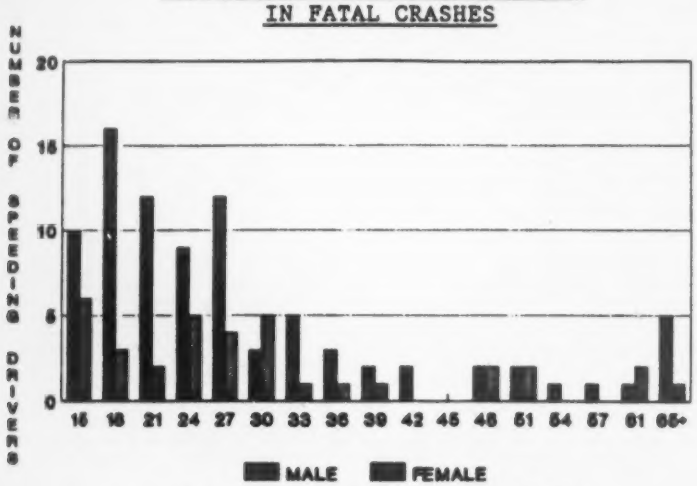

## SPEEDING ACCIDENT SUMMARY 1989

| | TOTAL | PERCENT |
|---|---|---|
| IN RURAL AREAS | 77 | 79.4 |
| COLLISION WITH ANOTHER VEHICLE | 17 | 17.3 |
| OVERTURN | 40 | 40.8 |
| ON DRY ROADS | 86 | 87.8 |
| CLEAR WEATHER | 94 | 95.9 |
| TOTAL ACCIDENTS | 98 | |

## DRIVERS KILLED IN SPEED RELATED ACCIDENTS 1989

| | TOTAL | PERCENT |
|---|---|---|
| DRIVERS KILLED | 69 | 57.0 |
| MALE | 44 | 36.4 |
| UNDER 25 YEARS OF AGE | 30 | 24.8 |
| NO RESTRAINT USE | 59 | 48.8 |

## SPEEDING DRIVERS AGE AND SEX IN FATAL CRASHES




## THREE YEAR AGE GROUPS

| | MALE | | FEMALE | |
|---|---|---|---|---|
| | TOTAL | % | TOTAL | % |
| 15 - 17 | 10 | 8.3 | 6 | 5.0 |
| 18 - 20 | 16 | 13.2 | 3 | 2.5 |
| 21 - 23 | 12 | 9.9 | 2 | 1.7 |
| 24 - 26 | 9 | 7.4 | 5 | 4.1 |
| 27 - 29 | 12 | 9.9 | 4 | 3.3 |
| 30 - 32 | 3 | 2.5 | 5 | 4.1 |
| 33 - 35 | 5 | 4.1 | 1 | 0.8 |
| 36 - 38 | 3 | 2.5 | 1 | 0.8 |
| 39 - 41 | 2 | 1.7 | 1 | 0.8 |
| 42 - 44 | 2 | 1.7 | 0 | 0.0 |
| 45 - 47 | 0 | 0.0 | 0 | 0.0 |
| 48 - 65 | 7 | 5.8 | 6 | 5.0 |
| OVER 65 | 5 | 4.1 | 1 | 0.8 |
| TOTAL | 86 | 71.1 | 35 | 28.9 |

## SPEEDING DRIVER SUMMARY

| | TOTAL | PERCENT |
|---|---|---|
| NO RESTRAINTS USED | 96 | 79.3 |
| UTAH DRIVERS | 72 | 59.5 |
| SPEEDS OVER 55 | 69 | 57.0 |
| PREVIOUS ACCIDENTS | 4 | 3.3 |
| PREVIOUS SUSPENSIONS | 12 | 9.9 |
| PREVIOUS DUI'S | 7 | 5.8 |
| PREVIOUS SPEED | 27 | 22.3 |
| PREVIOUS OTHER HARMFUL | 17 | 14.0 |
| TOTAL DRIVERS | 121 | |

IN 1989 FATAL CRASHES, 40% OF THE SPEEDING DRIVERS WERE FROM OUT OF STATE. 31% OF THE DRIVERS WHO CONTRIBUTED BY SPEEDING WERE UNDER 24 YEARS OF AGE AND 71% WERE MALE. 40% OF THE FATAL CRASHES INVOLVING EXCESSIVE SPEED RESULTED IN OVERTURNS.

## ALCOHOL RELATED FATAL ACCIDENTS

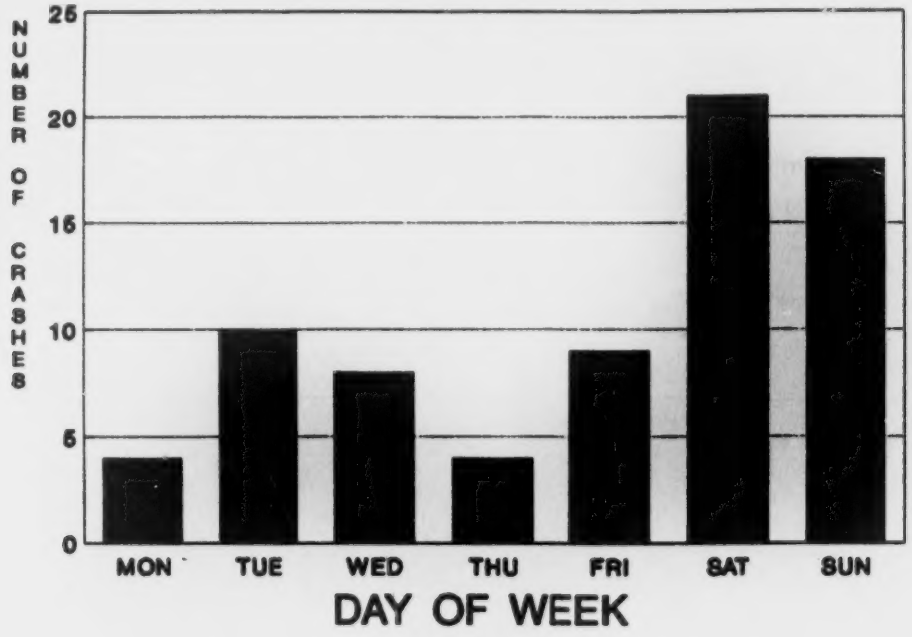
| | 1986 | 1987 | 1988 | 1989 |
|---|---|---|---|---|
| TOTAL FATAL CRASHES | 276 | 271 | 258 | 269 |
| TOTAL FATALITIES | 312 | 297 | 297 | 303 |
| TOTAL ALCOHOL FATAL CRASHES | 90 | 79 | 93 | 74 |
| TOTAL ALCOHOL RELATED FATALITIES | 104 | 82 | 105 | 82 |
| % ALCOHOL OUT OF TOTAL FATALITIES | 33.3 | 27.6 | 35.3 | 27.1 |
| TOTAL PEOPLE KILLED | 104 | 82 | 105 | 82 |
| TOTAL DRIVERS KILLED | 58 | 48 | 68 | 54 |
| TOTAL PASSENGERS KILLED | 30 | 18 | 27 | 19 |
| TOTAL PEDESTRIANS KILLED | 16 | 15 | 9 | 8 |
| TOTAL BICYCLISTS KILLED | 0 | 1 | 1 | 1 |

## ALCOHOL RELATED FATAL ACCIDENTS BY MONTH

| | 1986 | | 1987 | | 1988 | | 1989 | |
|---|---|---|---|---|---|---|---|---|
| | TOTAL | % | TOTAL | % | TOTAL | % | TOTAL | % |
| JANUARY | 0 | 0.0 | 4 | 5.1 | 5 | 5.4 | 5 | 6.8 |
| FEBRUARY | 7 | 7.8 | 8 | 10.1 | 3 | 3.2 | 4 | 5.4 |
| MARCH | 8 | 8.9 | 10 | 12.7 | 5 | 5.4 | 0 | 0.0 |
| APRIL | 2 | 2.2 | 8 | 10.1 | 9 | 9.7 | 3 | 4.6 |
| MAY | 10 | 11.1 | 5 | 6.3 | 11 | 11.8 | 5 | 6.8 |
| JUNE | 12 | 13.4 | 11 | 13.9 | 13 | 14.0 | 8 | 10.7 |
| JULY | 8 | 8.9 | 8 | 10.1 | 15 | 16.1 | 9 | 12.1 |
| AUGUST | 12 | 13.4 | 5 | 6.3 | 13 | 14.0 | 13 | 17.5 |
| SEPTEMBER | 9 | 9.9 | 10 | 12.7 | 9 | 9.7 | 11 | 14.9 |
| OCTOBER | 4 | 5.1 | 4 | 5.1 | 7 | 7.5 | 6 | 8.1 |
| NOVEMBER | 7 | 7.8 | 4 | 5.1 | 2 | 2.2 | 7 | 9.5 |
| DECEMBER | 5 | 5.5 | 2 | 2.5 | 1 | 1.0 | 3 | 4.1 |
| TOTAL | 90 | 100.0 | 79 | 100.0 | 93 | 100.0 | 74 | 100.0 |

**IN 1989 ALCOHOL RELATED FATAL CRASHES 17% OCCURRED IN AUGUST AND 40% WERE IN THE SUMMER**

## ALCOHOL FATAL ACCIDENTS BY DAY 1989




### DAY OF WEEK

| | TOTAL | PERCENT |
|---|---|---|
| MONDAY | 4 | 5.4 |
| TUESDAY | 10 | 13.5 |
| WEDNESDAY | 8 | 10.7 |
| THURSDAY | 4 | 5.4 |
| FRIDAY | 9 | 12.1 |
| SATURDAY | 21 | 28.5 |
| SUNDAY | 18 | 24.4 |

### TIME OF DAY

| | TOTAL | PERCENT |
|---|---|---|
| MIDNIGHT-3:59AM | 23 | 31.0 |
| 4:00AM-7:59AM | 5 | 6.8 |
| 8:00AM-11:59AM | 3 | 4.1 |
| NOON-3:59PM | 7 | 9.5 |
| 4:00PM-7:59PM | 11 | 14.9 |
| 8:00PM-11:59PM | 25 | 33.7 |

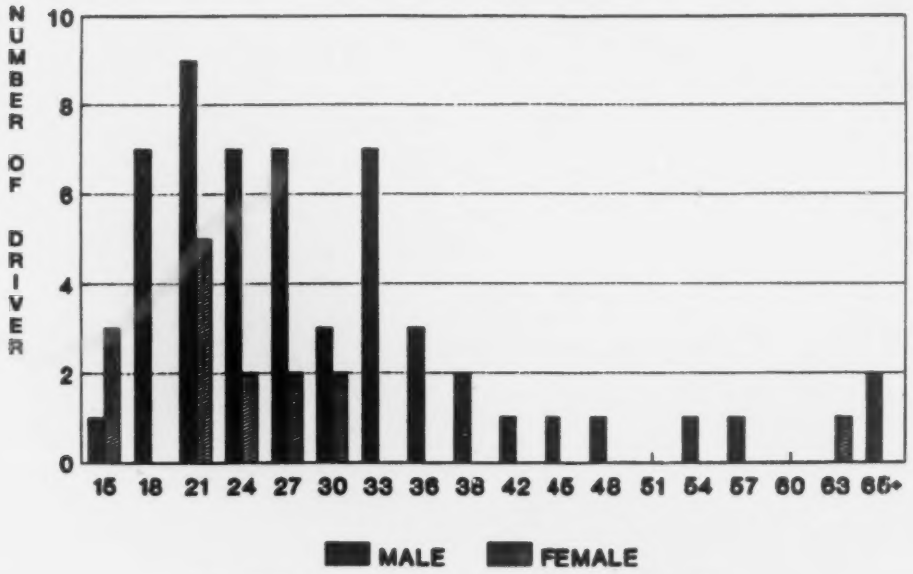
**IN 1989 ALCOHOL RELATED FATAL CRASHES 65% OCCURRED BETWEEN 8P.M. AND 4A.M. AND 28% OCCURRED ON SATURDAY.**

## ALCOHOL RELATED FATAL ACCIDENTS
## BY COUNTY

| | 1986 | | 1987 | | 1988 | | 1989 | |
|---|---|---|---|---|---|---|---|---|
| | ACC | FATALS | ACC | FATALS | ACC | FATALS | ACC | FATALS |
| BEAVER | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| BOX ELDER | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 |
| CACHE | 2 | 2 | 3 | 3 | 1 | 1 | 1 | 1 |
| CARBON | 5 | 5 | 1 | 1 | 2 | 2 | 3 | 3 |
| DAGGETT | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| DAVIS | 3 | 4 | 1 | 1 | 3 | 3 | 2 | 2 |
| DUCHESNE | 4 | 4 | 3 | 4 | 4 | 5 | 2 | 2 |
| EMERY | 2 | 2 | 0 | 0 | 3 | 4 | 2 | 3 |
| GARFIELD | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| GRAND | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 |
| IRON | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 |
| JUAB | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 5 |
| KANE | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 1 |
| MILLARD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MORGAN | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 |
| PIUTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RICH | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| SALT LAKE | 31 | 40 | 32 | 33 | 34 | 35 | 28 | 33 |
| SAN JUAN | 4 | 4 | 2 | 2 | 0 | 0 | 1 | 1 |
| SANPETE | 0 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| SEVIER | 3 | 3 | 1 | 1 | 1 | 1 | 0 | 0 |
| SUMMIT | 1 | 1 | 4 | 4 | 4 | 4 | 0 | 0 |
| TOOELE | 6 | 7 | 8 | 8 | 5 | 8 | 6 | 6 |
| UINTAH | 2 | 2 | 1 | 1 | 3 | 3 | 3 | 3 |
| UTAH | 3 | 3 | 7 | 8 | 7 | 8 | 3 | 3 |
| WASATCH | 1 | 1 | 2 | 2 | 2 | 4 | 2 | 2 |
| WASHINGTON | 5 | 7 | 1 | 1 | 2 | 2 | 4 | 4 |
| WAYNE | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| WEBER | 8 | 9 | 7 | 7 | 11 | 12 | 6 | 7 |
| TOTAL | 90 | 104 | 79 | 82 | 93 | 105 | 74 | 82 |

IN 1989, 58% OF ALL ALCOHOL RELATED FATAL CRASHES OCCURRED IN FOUR COUNTIES: SALT LAKE, UTAH, WEBER, AND TOOELE.

DRIVERS WHO CONTRIBUTED IN ALCOHOL RELATED FATAL CRASHES
AGE AND SEX 1989

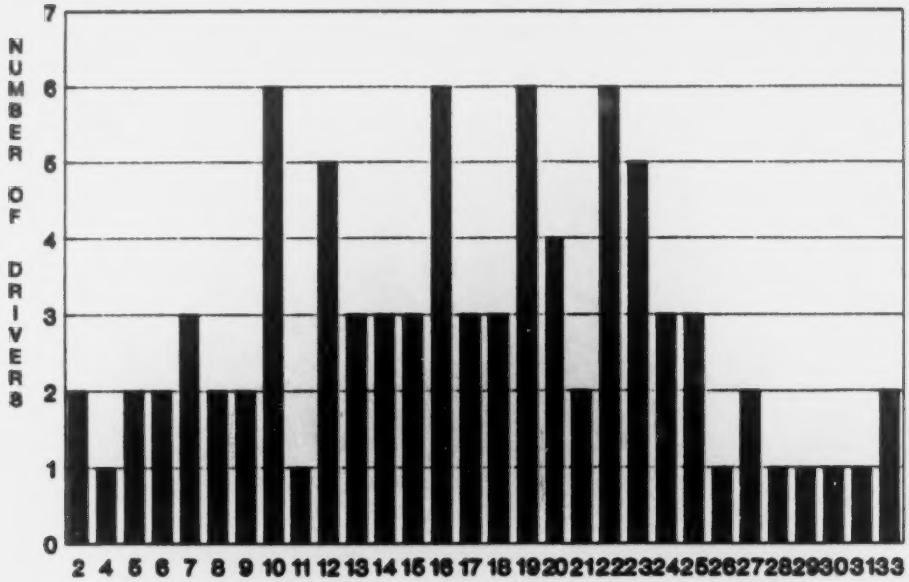



THREE YEAR AGE GROUPS

| | MALE | FEMALE |
|---|---|---|
| 15 - 17 | 1 | 3 |
| 18 - 20 | 7 | 0 |
| 21 - 23 | 9 | 5 |
| 24 - 26 | 7 | 2 |
| 27 - 29 | 7 | 2 |
| 30 - 32 | 3 | 2 |
| 33 - 35 | 7 | 0 |
| 36 - 38 | 3 | 0 |
| 39 - 41 | 2 | 0 |
| 42 - 44 | 2 | 0 |
| 45 - 47 | 1 | 0 |
| 48 - 65 | 3 | 1 |
| OVER 65 | 2 | 0 |
| TOTAL | 54 | 15 |

IN 1989 ALCOHOL RELATED FATAL CRASHES, 12% OF THE DRIVERS WERE UNDER 21 YEARS OLD AND MALE AND 20% WERE 24 - 29 YEAR OLD MALES.

## 1989 DRINKING DRIVERS IN ALCOHOL RELATED FATAL CRASHES
## BLOOD ALCOHOL CONTENT



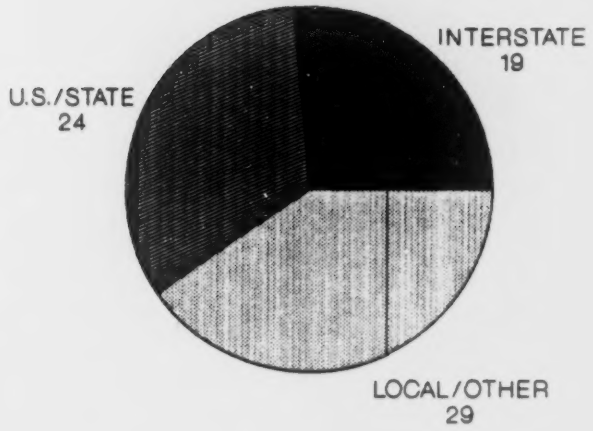

1988 AVERAGE B.A.C. .18%

1989 AVERAGE B.A.C. .17%

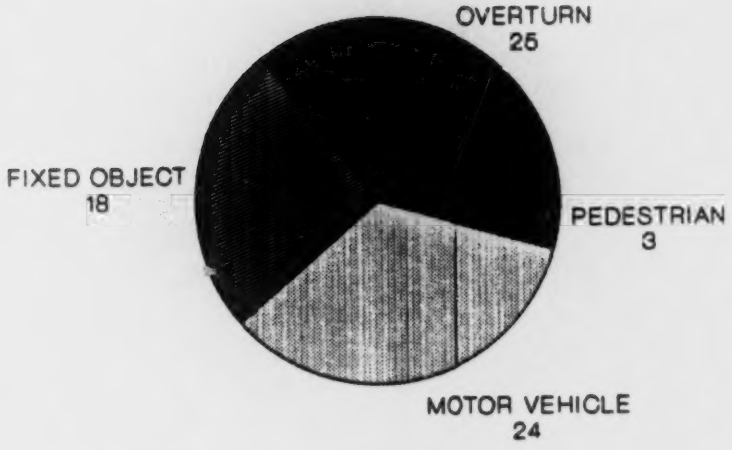
| B.A.C.% | TOTAL | B.A.C.% | TOTAL |
|---|---|---|---|
| .02 | 2 | .20 | 4 |
| .04 | 1 | .21 | 2 |
| .05 | 2 | .22 | 6 |
| .06 | 2 | .23 | 5 |
| .07 | 3 | .24 | 3 |
| .08 | 2 | .25 | 3 |
| .09 | 2 | .26 | 1 |
| .10 | 6 | .27 | 2 |
| .11 | 1 | .28 | 1 |
| .12 | 5 | .29 | 1 |
| .13 | 3 | .30 | 1 |
| .14 | 3 | .31 | 1 |
| .15 | 3 | .33 | 2 |
| .16 | 6 | RESULTS UNKNOWN | 5 |
| .17 | 3 | | |
| .18 | 3 | | |
| .19 | 6 | | |

**86% OF THE DRIVERS WHO CONTRIBUTED BY DRINKING IN ALCOHOL RELATED FATAL CRASHES HAD A BLOOD ALCOHOL CONTENT OF .08% OR GREATER.**

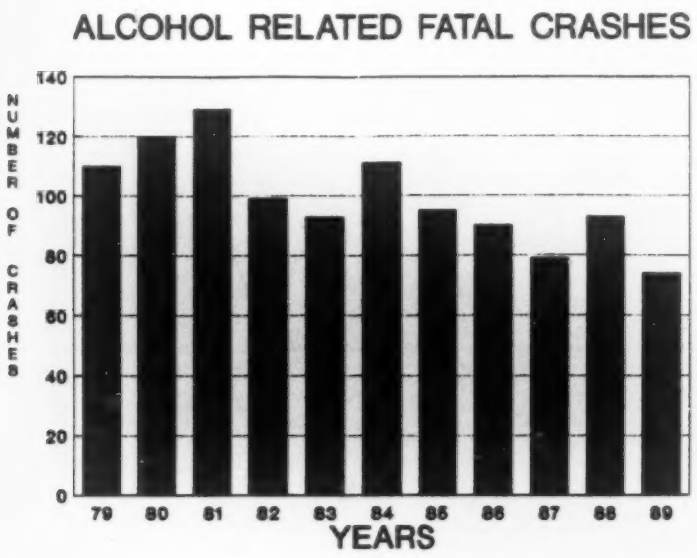
## 1989 ALCOHOL RELATED FATAL CRASHES BY CLASS OF TRAFFICWAY

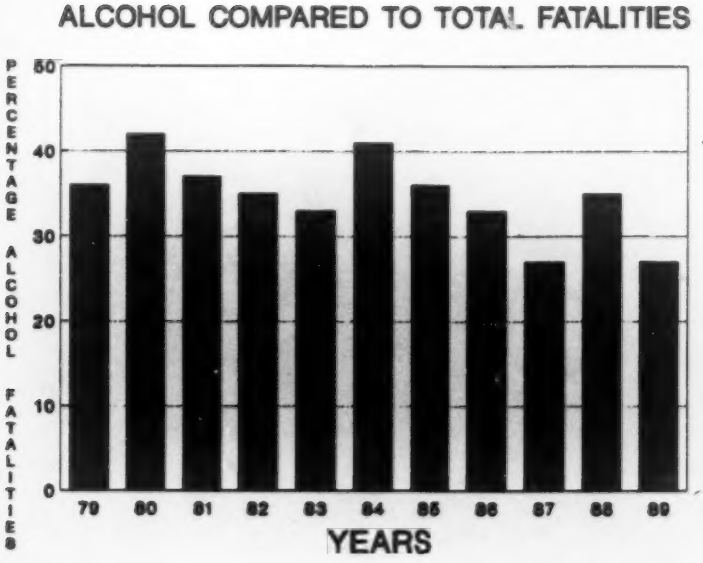



## ALCOHOL RELATED FIRST HARMFUL EVENT



ALCOHOL RELATED FATAL CRASHES
AND FATALITIES




THE HIGHEST YEAR FOR ALCOHOL RELATED FATALITIES SINCE 1973 WAS 1981.
THE YEAR WITH THE GREATEST PERCENTAGE OF ALCOHOL RELATED FATAL CRASHES SINCE 1973 WAS 1980 (42%).

## OCCUPANT RESTRAINT USE

A LAW REQUIRING PARENTS AND GUARDIANS TO PUT THEIR INFANTS AND TODDLERS UNDER AGE FIVE IN APPROPRIATE RESTRAINTS WENT IN TO EFFECT JULY 1, 1984.

ON APRIL 28,1986 A NEW OCCUPANT RESTRAINT LAW WENT IN TO EFFECT. IT REQUIRES ALL FRONT SEAT OCCUPANTS TO BE USING SAFETY BELTS. VEHICLES NOT REQUIRED TO BE EQUIPPED WITH BELTS BY FEDERAL STANDARD ARE EXEMPT. PEOPLE WITH MEDICAL PROBLEMS WHICH WOULD BE AGGRAVATED BY THE USE OF SEAT BELTS DO NOT HAVE TO USE THEM IF THEY HAVE WRITTEN NOTIFICATION FROM A PHYSICIAN. ANYONE IN VIOLATION CAN BE FINED $10.00. ENFORCEMENT IS TO BE SECONDARY, THAT IS ONLY AFTER BEING STOPPED FOR ANOTHER OFFENSE.

IN 1989 THERE WERE 759 DRIVERS AND PASSENGERS INVOLVED IN FATAL CRASHES. OF THIS GROUP 537 WERE NOT WEARING SEAT BELTS AND 173 WERE WEARING SOME TYPE OF RESTRAINT. 255 DRIVERS AND PASSENGERS WERE KILLED. 33 WERE WEARING SOME KIND OF RESTRAINT. OF THIS GROUP 14 WERE CHILDREN AGES 0 - 4 AND 1 WAS IN A RESTRAINT.

AGES 0 - 4

| | KILLED WITHOUT RESTRAINT | KILLED RESTRAINED | INVOLVED | RESTRAINED |
|---|---|---|---|---|
| 1985 | 5 | 0 | 38 | 7 |
| 1986 | 6 | 0 | 41 | 6 |
| 1987 | 6 | 1 | 38 | 10 |
| 1988 | 10 | 2 | 41 | 12 |
| 1989 | 14 | 1 | 50 | 12 |

## 1989
## RESTRAINT USE BY INJURY SEVERITY

| | NOT STATED | NO INJURY | C | B | A | FATAL | TOTAL |
|---|---|---|---|---|---|---|---|
| NOT STATED | 6 | 8076 | 564 | 513 | 513 | 31 | 9703 |
| LAP BELT | 1 | 11258 | 826 | 400 | 185 | 15 | 12688 |
| LAP/SHOULDER | 0 | 42947 | 4733 | 1859 | 961 | 25 | 50525 |
| NOT USED | 2 | 24258 | 3390 | 2838 | 2330 | 175 | 32993 |
| NOT INSTALLED | 0 | 760 | 95 | 163 | 113 | 5 | 1136 |
| CHILD RESTRAINT | 0 | 1285 | 68 | 26 | 20 | 1 | 1400 |
| AIR BAG | 0 | 1 | 0 | 1 | 3 | 0 | 5 |
| HELMET | 0 | 31 | 15 | 59 | 64 | 2 | 171 |
| EYE PROTECT | 0 | 4 | 2 | 11 | 10 | 0 | 27 |
| HELMET/EYE | 0 | 16 | 10 | 36 | 33 | 3 | 100 |
| TOTAL | 12 | 88636 | 9703 | 5906 | 4234 | 257 | 108748 |

## RESTRAINT USE
## AGES 0 - 4

| | NO INJURY | C | B | A | FATAL | TOTAL |
|---|---|---|---|---|---|---|
| NOT STATED | 878 | 35 | 19 | 18 | 1 | 951 |
| LAP BELTS | 891 | 44 | 24 | 14 | 0 | 973 |
| LAP/SHOULDER | 1089 | 94 | 37 | 24 | 0 | 1244 |
| NOT USED | 1043 | 150 | 143 | 91 | 10 | 1437 |
| NOT INSTALLED | 27 | 5 | 19 | 3 | 0 | 54 |
| CHILD RESTRAINT | 1239 | 63 | 23 | 18 | 1 | 1344 |
| TOTAL | 5167 | 391 | 265 | 168 | 12 | 6003 |

## EJECTED OR PARTIALLY EJECTED

| | NOT STATED | LAP BELT | LAP SHOULDER | NOT USED | NO BELT | CHILD SEAT | TOTAL |
|---|---|---|---|---|---|---|---|
| NO INJURY | 10 | 1 | 9 | 19 | 1 | 1 | 41 |
| INJURED | 234 | 18 | 21 | 571 | 92 | 0 | 936 |
| FATAL | 11 | 3 | 3 | 92 | 4 | 0 | 113 |
| TOTAL | 255 | 22 | 33 | 682 | 97 | 1 | 1090 |